



The China Mail.

ESTABLISHED 1843

M. MUMFORD
JAPANESE PHOTOGRAPHER
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Work done in best style.
ON-LOOKING AND FINEST FOR
AMATEURS & PROFESSIONALS.
25, QUEEN'S ROAD
CENTRAL.

No. 14,992

號一月五年一十一百九千一英

HONGKONG, MONDAY, MAY 1, 1911.

日三初月四年三統宣

PRICE \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY

AS SUPPLIED TO THE HOUSE
OF LORDS AND HOUSE OF
COMMONS.

Sole Agents:

A. S. WATSON & Co., Ltd.,
WINE & SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

CHINA MUTUAL LIFE IN-
SURANCE CO., LD.

HEAD OFFICE, SHANGHAI.

OFFICERS:

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurances in Force \$7,303,383.00.
Assets 8,415,230.00.
Income for Year 3,586,538.00.
Insurance Fund 8,216,812.00.

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TATE, Esq., Canton,
District Secretary.

Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq., C. J. Lafrentz, Esq.

Hongkong, November 16 1909. 1424.

"CHINA MAIL" CENSUS COMPETITION.

A census of the population of Hongkong
is to be taken on May 20th, and in order
that our readers may test their skill in
estimating the growth of the population
since the last census the *China Mail* is
promoting a competition under three heads,
asking its subscribers to predict the num-
bers of—(1) The total civil population; (2)
Chinese population; (3) European and
American population. We have for the
guidance of competitors, given the figures
for the last two enumerations. All competitors
have to do is to cut out the coupons, fill in
their estimate and forward them to our office,
with the words "Census Competition"
in the top left-hand corner of the envelope.
Competitors may send in as many coupons
as they desire. A prize will be given for
the most correct estimate under each head.
In the case of a tie the estimate first open-
ed will be adjudged the winner.

No. 1.—TOTAL CIVIL POPULATION OF HONGKONG.

I predict that the total civil population
of the Colony on May 20th, 1911, will be

Name

Address

N.B.—The last complete census of the
Colony was taken in 1901, when the total
civil population was officially returned at
233,905. In 1906 a partial census was
taken, being confined to the original Colony
of Hongkong and that part of the New
Territory which lies south of the Kowloon
range of hills. This partial census showed
a total civil population of 319,803, but it
should be pointed out that the portion of
the New Territory not included in this
census possessed a population of 85,011 in
1901.

No. 2.—TOTAL CHINESE POPULATION OF HONGKONG.

I predict that the total Chinese popula-
tion of the Colony on May 20th, 1911, will be

Name

Address

N.B.—In November, 1906, a partial
census was taken, this being confined to the
original Colony of Hongkong and that part
of the New Territory which lies south of
the Kowloon range of hills. This partial
census gave the total Chinese popula-
tion (land and floating) as 307,323, but it
should be borne in mind that the portion
of the New Territory not included in the
partial census possessed a population of
85,011 in 1901, the year when the last full
census was taken. The total Chinese popu-
lation for the whole Colony in 1901 was
274,543.

No. 3.—TOTAL EUROPEAN AND AMERICAN POPULATION OF HONGKONG.

I predict that the total European and
American population of the Colony (resident
and mercantile marine) on May 20th, 1911,
will be

Name

Address

N.B.—The 1901 census gave the
European and American population of the
Colony as 6,431. At a census taken in 1906
the figure was 8,335.

Business Notices.

W. S. BAILEY & Co., Ltd.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

**THE NESTLE & ANGLO-SWISS
CONDENSED MILK CO.**

CHAM (Switzerland)

**MILKMAID
BRAND**

Full Cream Milk.

LARGEST SALE

IN THE

WORLD.

As a guarantee of Quality.

Milkmaid

ON EVERY TIN.

Hongkong, December 1, 1910.



Another Famous Product
of the above Company
is its

STERILIZED

NATURAL MILK.

A Trial of which will satisfy
you of its

EXCELLENCE.

Price:
20 Cents Per Tin.
\$2.50.....Per Doz. Tins.
\$25.00.....Per Case of 4 Doz.
Tins.

ON SALE AT—

LANE, CRAWFORD & Co.

8, QUEEN'S RD. CENT.

CHONG TZE, Queen's Road

Central.

MAN YUEN, Queen's Rd. East.

NAN HING LOONG, Queen's

Road Central.

MUTUAL STORE, Queen's Road

Central.

HONGKONG CO-OPERATIVE SO-

CIETY, 11, CAINE ROAD.

1351

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Sunday

excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

Sundays at 7.30 A.M. and 4 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

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The s.s. NANNING will be withdrawn for docking on the 27th April about 10

days.

The above sailings are subject to change.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions Opposite Hongkong Hotel.

Hongkong, December 6, 1910. 13

GRAND HOTEL.

No. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.

Large and airy Rooms, Luxuriously furnished, Electric Light and Fans through-

out. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.

Ladies Afternoon Tea Rooms. Special rates for married families on application to

the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor.

Telephone No. 197. Telegraphic Address Comfort, Hongkong.

Hongkong, November 10, 1909. 1374

ASTOR HOUSE HOTEL

(LAI & CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely

New Management. Large and comfortable Rooms, Excellent Cuisine and the

superior of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

L. GANAU, Proprietor.

N. BLUMENTHAL, Manager.

Hongkong, October 3, 1908. 15

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited

Hongkong

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE-MERCHANTS, Engineers and

Builders. Foundry, Machine Shop, and

Foundry Colds Importers. General Store-

keepers and Shipbuilders. Nos. 36 and

37, HING LOONG STREET, (2nd Street, west

of Central Market) Telephone No. 515.

Hongkong, September 4, 1909. 1124

Business Notices.

**THE EASTERN ASBESTOS COMPANY,
HONGKONG.**

SOLE AGENTS FOR

**THE BELDAM PACKING & RUBBER COMPANY,
LONDON.**

Contractors to the Admiralty and Leading Shipping Companies.

Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,

Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.

PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

Telegrams "CORRUGATED," HONGKONG. Telephone No. 501.

LANE, CRAWFORD & CO.

Ladies' Department.

SPECIAL VALUE

IN

Washing Silk

Shirts

\$6.50, \$8.50, \$10.50

ALL SIZES.

LANE, CRAWFORD & Co.

8, QUEEN'S ROAD CENTRAL.

Telephone No. 501.

1351

Carbolic Bath Soap 20 Per Cent.

Carbolic Toilet Soap 10 Per Cent.

MARGERISON'S BATH TABLETS.

VICTORIA EFFERVESCING SALINE.

VICTORIA SHAMPOO POWDERS.

VICTORIA DISPENSARY.

Weismann, Limited.

Bakers, Confectioners, Caterers,

Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 899

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

J. H. TAGGART, Manager.

198

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in

Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent

island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms—From \$5 per Day. Max. Telephone Add. "Peaceful"

Town Office. 4, Des Vœux Road.

Hongkong, February 8, 1908.

THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, BRAND, YOKOHAMA.

Hongkong, March 1, 1911. 239

THE GRAND CARLTON HOTEL

This Temperance Hotel has been established to meet the requirements of those who desire

all the conveniences and advantages of the modern Hotels at moderate charges.

TELEGRAPHIC ADDRESS: GRAND

HONGKONG.

O. E. OWEN,

Proprietor.

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING NEW SPRING GOODS

CONSISTING OF

NEW DRESSES & DRESS GOODS

MILLINERY

Fancy Collars, Sets, etc., etc.

EVERYTHING OF THE NEWEST DESCRIPTION.

2, PEDDER STREET.

Telephone, 644.

NOTICE.

During Miss Massey's absence in
Shanghai enquiries for Belfast Barker
Marine Motors, Maguetos, Coils, Spares,
etc., may be addressed to

MESSRS ARNDT & Co.,

38, Queen's Road.

Hongkong, August 23, 1910.

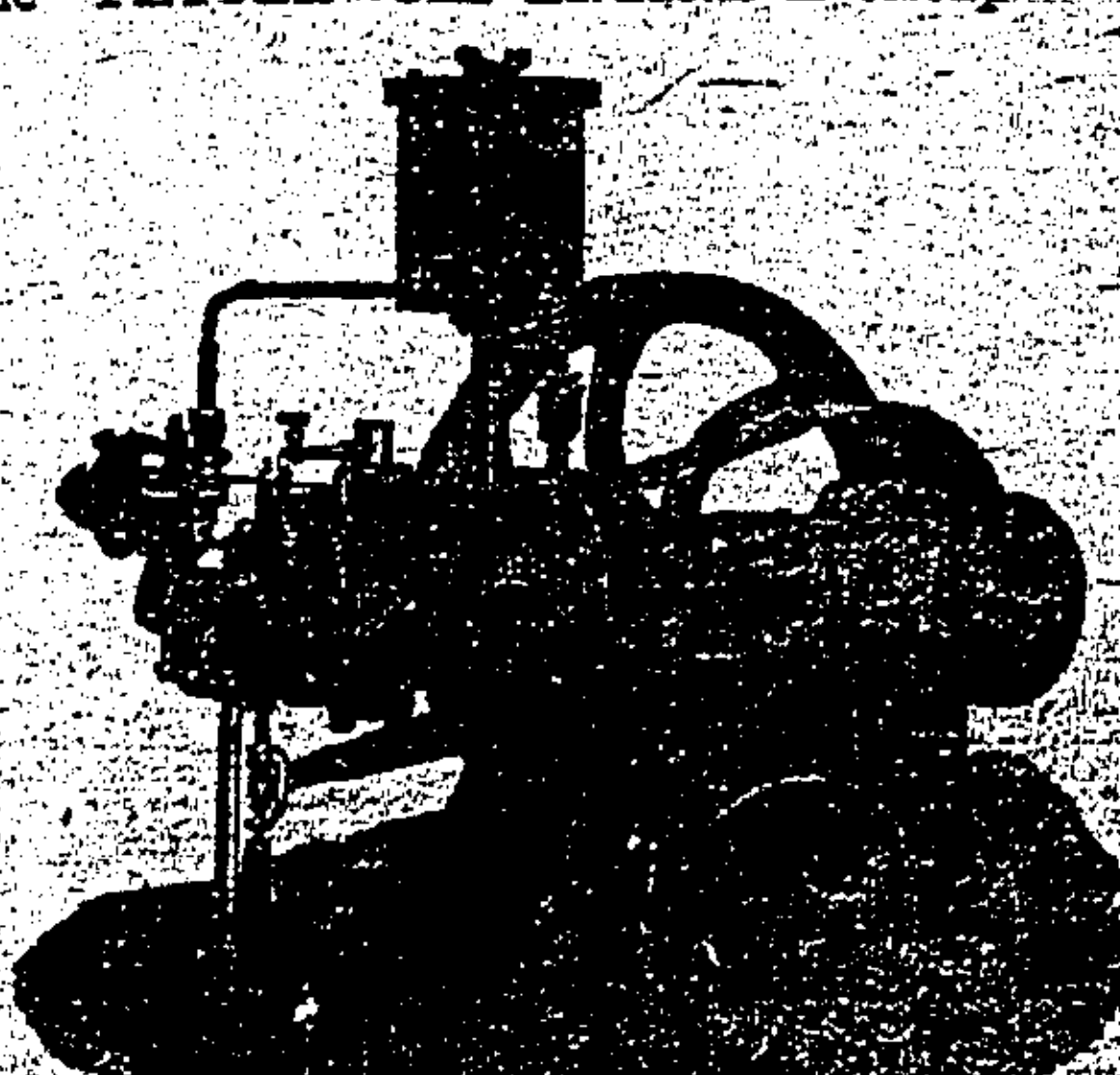
FROM DELIVERY STOCK

THAT IS THE FIRST POINT.

Second, the 'PETTER' ENGINE is the BEST.

Third, AUTOMATIC IGNITION, no magneto or batteries.

Lastly the 'PETTER' OIL ENGINE is cheap.



PETTER HORIZONTAL KEROSENE OIL ENGINES & PUMPS.

Sizes 2 to 14 H.P. in Stock.

MANUFACTURERS GUARANTEE—Six Months.

Full Details, Catalogues and Estimates.

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WILLIAM C. JACK & CO., LTD.

ELECTRICAL & MECHANICAL ENGINEERS CONTRACTORS

14, DES VŒUX ROAD CENTRAL, HONGKONG.

FINE OLD "AFTER-DINNER" PORTS

DOW'S VINTAGE 1890.

CALDBECK'S VINTAGE 1896.

DOW'S "FOUR CROWN."

CALDBECK'S "ROYAL TAWNY."

Caldbeck, Macgregor & Co.

ESTABLISHED 1864

Intimations.
G. FALCONER & Co.,
LIMITED,
WATCHMAKERS AND JEWELLERS.
Telephone No. 963.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVINS NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,
Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHELL-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, etc., etc., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1788

MEE CHEUNG & CO.,
ART PHOTOGRAPHER, ICE HOUSE LANE.
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs
CAMERAS FOR HIRE. 1788

WING ON Co.,
TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
209-213, DES VOUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL, (Transit pass the Door)
Telephone 189. Hongkong, August 16, 1910. 772

J. ULLMANN & CO.
JEWELLERS, WATCHMAKERS AND OPTICIANS.
Always carry a large and varied Stock of
HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR-SPOONS.
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.
Prices right.

MATHEUS MUELLER
'BRAND EXTRA'
SPECIAL CHAMPAGNE
Purveyors to H. I. M. the Emperor of Germany and
14 other REIGNING houses.

A. C. MEUKOW & Co.
COGNAC CHARENTAIS.
FINE CHAMPAGNE BRANDY.
GRANDE CHAMPAGNE BRANDY 1858.
GRANDE CHAMPAGNE BRANDY 1842.

As Supplied to
NORDD LLOYD, HAMBURG-AMERIKA LINE, MES-
SAGERIES MARITIMES, LEVANTE LINE, SHIRE
LINE, KOSMOS LINE & CITIZEN LINE of Steamers
and others. At many highly important Banquets it is
the only brandy served.
BUMANN AND BERBLINGER,
15, 16 & 17, Connaught Road.
Telephone No. 427.
Hongkong, May 5, 1908. (A 691)

DINNEFORD'S
MAGNESIA
The Physician's
Remedy for
Rheumatic Gout
and Gravel.
Safest and most
Effective Remedy
for Rheumatism.
The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Bilious Affections.

ENO'S 'FRUIT SALT'
A HOUSEHOLD REMEDY FOR
All Functional Derangements of the Liver,
Temporary Congestion arising from Alco-
holic Beverages, Errors in Diet, (Eating
or Drinking) Bilelessness, Sick Headache,
Giddiness, Oppression or Feeling of Melan-
choly, Vomiting, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
most Invaluable to Travellers, Emigrants,
Sailors, and Residents in Tropical Climates.
ENO'S 'FRUIT SALT' acts on the Functions of the Liver, Bile, and
Stomach by Natural Means: thus the blood is freed from poisons or other
impurities, the circulation and trust-layers of Chills, Fever, Malarial
Fever, etc., are removed, and the system is brought back to its normal
state. It is a safe and reliable remedy, and is the best for the
stomach and bowels, and is the best for the liver and gall-bladder.
CAUTION - Beware of cheap imitations. It is marked ENO'S 'FRUIT SALT'.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London,
E.C. 4, by J. C. ENO'S PATENT.
Sold by Chemists and Grocers everywhere.

Intimations.
MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKA-
SIMA, OGHI, MUTABE, HOJO,
KANADA, NAKAMURA, SOTO,
SHINNEW and KAMIMADARA
Collieries.
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HEAD OFFICE - TOKYO.
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Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

Tr. ADDRESS for above: IWASAKI,
Codes - A1, ABO 6th Ed., Western Union.
AGENCIES:
YOKOHAMA: M. Asada, Esq.
CHINESE: Messrs Gearing &
Co.
MANTLA: Messrs Macdonald &
Co.
SINGAPORE: Messrs Borneo Co.
Ltd.
For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PADDER STREET,
HONGKONG.
Hongkong, April 29, 1911. 818

NOTICE.
THE HONGKONG LAND RECLAMA-
TION CO., LTD.
DURING my absence and until further
notice, Mr. EDGAR BRUCE
SHEPHERD has been appointed ACTING
SECRETARY.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, April 29, 1911. 581

NOTICE.
THE HONGKONG IRON MINING
COMPANY, LTD.
DURING my absence and until further
notice, Mr. EDGAR BRUCE
SHEPHERD has been appointed ACTING
SECRETARY.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, April 29, 1911. 582

NOTICE TO SHAREHOLDERS.
A FINAL DIVIDEND OF TWENTY
DOLLARS per Share for the year
1909, and an INTERIM DIVIDEND OF
THIRTY DOLLARS per Share for the
year 1910 will be payable on WEDNES-
DAY, the 26th instant.
Warrants may be had on application at
the Office of the Society on and after that date.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, April 26, 1911. 573

**THE BIRD IN
THE HAND**
(A BIRD IN THE HAND IS
WORTH TWO IN THE BUSH).
'THE bird in the hand' to the
merchant is the customer within
the store. It requires some sort of
attraction in the first place to get the
customer there - about the best at-
traction is a real live advertisement;
something good that will catch the eye
that has been carefully written, art-
istically compiled and strikingly set up.
Advertisements in the China Mail and
Overland China Mail read the best,
look the best and give the best results.
Hongkong, April 12, 1910. 484

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS at 31st December, 1909.
£19,875,367.
Authorized Capital £26,000,000
Subscribed Capital £3,275,000
Paid-up Capital £1,212,500 0 0
Reserve Fund £3,482,136 8 7
Life & Annuity Funds £1,088,339 10 11
Sinking Fund Account £6,388,22 6
£19,875,366 19 6
Revenues Five Branches -
Life & Annuity 1,597,035 14 3
Marine Department 205,921 7 8
Other Receipts 35,263 8 1
£4,438,606 7 10
The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.
SHEWAN TOMES & CO.,
Agents.

Hongkong Steel Foundry Company.
We are
SPECIALISTS
to the Manufacture of
Best Cast
Steel
Castings.
Every Description of Castings for
Shipbuilders, Engineers, Railways,
AND
ALL CLASSES OF **Machinery**
High-Grade
Castings.
GORDON & Co., General Managers,
Hongkong.

**THE BIRKENHEAD ANTI-
CHINESE RIOTS.**
Story of the Trouble.
The Manchester Dispatch of April 4th
gives the following details of the anti-
Chinese demonstration at Birkenhead, of
which Reuters Agency recently wired us
a brief outline:
Pierce rioting at Birkenhead on Saturday
and Sunday nights led to several arrests.
The scene of the trouble was Chinatown,
and the affair started on Saturday night,
when a story gained currency that a
Chinese freeman had annoyed women by
his actions at a window.
An enraged crowd assembled, although it
was afterwards explained that the Chi-
nese man in question was innocent of the
charge. The crowd was very large, and
the shutters were taken down, the windows
broken, and missiles thrown in all direc-
tions.
The first prisoners were two Chinamen,
named Wong Yung and Wong Shaw, who
were alleged to have been guilty of disor-
derly conduct. It was stated that they
made repeated rushes at the crowd. Both
men, whose heads were injured, were fined
10s. and costs.
A dock labourer, named William For-
rester, was charged with breaking windows,
and it was stated that on being arrested he
acted very violently and managed to escape.
The crowd was very hostile to the police.
Mr. Colton, for the defence, said Forrester
heard that a girl was inside one of the
Chinese houses, and his sense of chivalry
prompted him to act as he did.
The Chairman said that Forrester had
no right to take the law into his own hands,
and sent him to prison for three months.
Other persons were also dealt with. In-
spector Hebbington giving evidence of Sun-
day night's riot. He said that he found a
crowd of from two to three thousand peo-
ple, including many of the hooligan type.
Stones were being thrown in all directions,
and a wall had been broken down to supply
ammunition when he drew forty police
across the street and ordered them to
charge with their batons. Order was not
restored for two hours, and it was the
most disorderly crowd he had had to deal
with for some time.
The same journal states:-
Feeling is running high in Birkenhead
over the sentences inflicted by the borough
justices upon those who were implicated in
the Chinese riots of Saturday evening.
For many hours yesterday large crowds
were standing outside the police buildings
shouting imprecations at the magistrates
and the police. The populace express the
opinion that the magistrates dealt leniently
with the Celestials and too harshly with
the white men. The Chinamen were
merely fined, while the white men were
sent to prison. At any rate, some of those
living near the Chinese quarter are alleged
to have sworn to revenge themselves upon
Chinamen who are seen walking in the
streets of the town.
This threat was carried out in a dramatic
manner yesterday evening. A Chinaman
with his pigtail just showing beneath his
cap was walking across Hamilton-square
Gardens, quite oblivious of the fact that he
was walking right into an ambush from
which he was only to emerge with a bruised
body. Just when John Chinaman thought
himself in sight of home he was accosted
by a big man, apparently of the seafaring
class. The Celestial said, "Me no speak
English" in answer to an observation of
the stranger, and before the yellow man
knew any more he was lying on his back
on the cement walk, having been felled by
a smashing blow in the face.
The Chinaman, too wise to retaliate,
picked himself up, and, with blood
streaming from his face, fled as fast as he
could.
Last evening large crowds were patrolling
the streets where the Chinamen live. The
police were present in large force, and kept
people on the move. That trouble is
brewing was only too evident from the
demonstrations of those assembled, and it is
considered that if the police cordon should
at any time be penetrated the Chinese
houses would be totally destroyed.
The police were present in large force up
to a late hour under Inspectors Hebbington,
Lalings, and Jones, and the crowds
who displayed animosity were kept on the
move. Nothing untoward occurred, and
the crowd dispersed. The Chinamen,
who are very scared by what has happened,
were taken quietly out of the town to
Liverpool.

**A WORLD'S RECORD IN
GUNNERY.**
Established by H. M. S. Powerful
with Six Hits in 36 Seconds.
The new naval commander-in-chief
(Vice-Admiral King-Hall) has opened his
Australian career by creating a world's
record in gunnery. H.M.S. Powerful
has spent a fortnight in Norfolk Bay,
Melbourne, carrying out various gunnery
and torpedo practices, including the
important annual competition known
as the gun-layers' test. Petty Officer
Moody, a gun-layer of one of the
six-inch guns, succeeded in placing six
shots on the target in the astounding
time of 36 seconds, or an average of 10 per
minute. Considering that the target was
2,000 yards away, that it was only eight feet
square, that each shot was heavier than one
man could lift, and that the ship was steam-
ing past the target at a rapid rate, this
result can only be classed as unique. The
successful gun-layer received the personal
congratulations of the commander-in-chief
immediately after the firing.

WHAT THE BOAT RACE COSTS.
The Cheapest Athletic Event.
Between a hundred and fifty thousand
and three hundred thousand spectators -
probably the largest number drawn to
watch any sporting event in the world -
were expected to assemble along the four-
and-a-quarter miles of riverside from Put-
ney to Mortlake, on April 1st, to watch
the University Boat Race.
Yet this race, which interests Eng-
lishmen all over the world, is probably the
cheapest of all the great contests between
British athletes held from one year to
another. The actual cost, apart from the
living expenses of the crews and their
coaches - which in an amateur event cannot
be held to count - is practically covered by
the sum of £300.
Mr. "Bossy" Phelps, boatman to the
Leander Club, at whose bathhouse at
Putney the Cambridge crew have their
headquarters, has explained the cost of the
race to a newspaper representative. Mr.
Phelps - who is a prominent boat-builder
as well as one of the foremost professional
scullers - himself supervises the work of
the boatmen attendant on the University
crew.
"About £200 is paid for an eight-oared
racing boat," he said. "The Universities
usually have a new one every year, though
they have rowed in a 'ship' for more than
one year on certain occasions. Sometimes
- when a record has been broken, for
instance - the boat will be cut up, each
member of the crew getting his thwart, out
of which he has a cabinet or something
similar made in memory of the event.
Then, of course, each man gets his oar,
which is painted and hung in his room."
These oars cost from £1 to £1 10s.
each, and sometimes a crew will have as
many as four or even six sets, so that they
may be exactly suited to size and weight.
Besides these items, there is the cost
of hiring the attendant launches for the
coaches and others, which probably runs
into some £70, and policemen are employed
on the day at about six shillings a head.

NOTICE.
WE beg to notify that Mr. OISHI has
been transferred to Mori Office
and Mr. Y. SHIBUYA will take charge
of the Local Office of the Company as
MANAGER from this date.
MITSU BISHI GOSHI KWAISHA,
Hongkong, April 29, 1911. 583

ASAHI BEER
POPULAR
OBTAINABLE EVERYWHERE.
SOLE AGENTS
MITSUI BUSSAN KAISHA.
Hongkong, December 17, 1910. 1812

NOTICE.
MERCANTILE BANK OF INDIA,
LIMITED.
I have this day ASSUMED CHARGE
of the Branch of this Bank in Hong-
kong.
F. C. MACDONALD.
Hongkong, April 28, 1911. 379

RICHARDSON
ROLLER SEATES.
"RICHARDSON"
CHICAGO
The Standard of excellence and
absolutely
The Best in the World.
They have held all world records for
24 Years.
Write for booklet, tells how to open
and operate ROLLER SEATES.
RICHARDSON ROLLER SEATE CO.,
311, Michigan St., Chicago, U.S.A.
Hongkong, April 5, 1911. 459

S. HANDA.
JAPANESE MASSAGIST.
2nd FLOOR,
No. 60, QUEEN'S ROAD CENTRAL,
HONGKONG.
NEAR THE POST OFFICE.
Hongkong, April 22, 1911. 533

Always in stock at
the Cheapest and
Well Known
House
THE DRAPERY EMPORIUM
The Latest
Style
Millinery
Haberdashery
&c. &c. &c.
38 Wellin-
gton Street, close to
D'Aguilar Street Central.
Hongkong, April 18, 1911. 540

MARTIN'S
APIOL-STEEL
PILLS
A French Remedy for all irregularities.
Thousands of Ladies always use a box
of Martin's Pills in the house, as they are the
most reliable and most effective. Those who
use them never have to suffer from any
other ailment. All Chronic and Acute ailments
disappear. The World's most famous
Remedy. Sold everywhere.
MARTIN'S
APIOL-STEEL
PILLS
STEAM LAUNDRY CO.
YAU MATI.
ESTABLISHED 1899.
THE only successful Steam Laundry in
the Far East. THE ONLY LAUN-
DRY IN THE COLONY UNDER
EUROPEAN SUPERVISION.
Filtered Water. Regular Delivery.
Flannels and underwear washed by skilled
Japanese.
Monthly rates quoted. Dry cleaning a
speciality. Depot No. 4, Beesonsfield
Arcade. Tel. 432.
R. WOOD
Manager
Hongkong, January 27, 1911. 124

YEE SANG FAT,
OPPOSITE POST OFFICE.
TAILORS AND OUTFITTERS.
STYLE AND FIT
GUARANTEED.
Gillette Safety Razors.
AUTO STROPS.
Kropp Razors.
Benckel Razors.
Mab Razors.
Hongkong, Sept. 25, 1911. 1814

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OPTICAL KNOWLEDGE
conscientiously applied insures you a
perfect fit in the way of glasses.
If your eyes trouble you see
us and have the satisfaction of know-
ing the cause.
EYES EXAMINED.
LENSES DUPLICATED
GLASSES FITTED.
TORIC LENSES a specialty
CLARK & Co.,
SCIENTIFIC OPTICIANS,
YORK BUILDINGS,
CHATER ROAD, GROUND FLOOR.
Hongkong, February 14, 1911. 77

博士力汽水
BEWARE OF IMPURE WATER.
"Purina" SPARKLET Syphons enable
you to produce the purest, freshest
Soft Water obtainable.
SAFER AND CHEAPER
SOLD BY ALL STORES.
SYPHONS at £2.00 each.
BULBS at 0.90 per box.
WHOLESALE BUYERS:
Can obtain at London price from
KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Vaux Road Central,
HONGKONG.
行發總
司公限有行生廣港香
Hongkong, No. 1, 1911. 29

JEYES
FLUID
SOLE AGENTS,
W. G. HUMPHREYS & CO.,
BANK BUILDING.
Hongkong, May 18, 1908.
THE CHINA MAIL
COLOURED
TYPHOON
MAP.
MOUNTED ON CARDBOARD AND
TAPED FOR HANGING.
Price 20 Cents.
From the China Mail Office.
Hongkong, June 23, 1910. 715

SHIPPING.

VESSELS LAST REPORTED.

BUTTERFIELD & SWIRE.
 Ajax, left Saigon, April 8.
 Achilles, leaves Liverpool, April 14.
 Agamemnon, leaves Yokohama, May 1.
 Alcibiades, due Hongkong, April 30.
 Antioch, left Liverpool, April 8.
 Antheus, left Hongkong, April 24.
 Archimedes, left Hongkong, April 24.
 Atreus, due Hongkong, April 30.
 Bellerophon, leaves Hongkong, April 24.
 Bangkok, Hongkong, April 2.
 Chonam, leaves Shanghai, April 23.
 Changsha, due Hongkong, April 24.
 Chinshu, due Hongkong, April 23.
 Calchas, passed Canal, March 31.
 Chioang, Hongkong, March 3.
 Chilli, Shanghai, March 8.
 Cyclops, due Hongkong, April 27.
 Gortia, Hongkong, March 27.
 Deucalion, London, April 18.
 Deravongse, Hongkong, March 27.
 Huichow, left Hongkong, April 2.
 Hangsang, left Hongkong, April 2.
 Hyson, left Liverpool, March 11.
 Kueph, Hongkong, March 23.
 Jomonas, left Hongkong, April 18.
 Jochang, Hongkong, March 9.
 Jason, leaves Yokohama, May 6.
 Kioschian, Hongkong, March 22.
 Kailong, left Hongkong, March 23.
 Kinkang, Hongkong, March 2.
 Keemul, London, April 18.
 Keongrai, Hongkong, March 11.
 Kwallin, Tientsin, March 6.
 Kintuck, Hongkong, April 20.
 Kueichow, Hongkong, April 9.
 Loochee, Hongkong, March 15.
 Linan, leaves Shanghai, April 27.
 Lockau, Hongkong, March 2.
 Laertes, due Hongkong, April 20.
 Memnon, Kobe, April 21.
 Maches, left Batavia, for Liverpool, Feb. 28.
 Macao, Hongkong, March 2.
 Nanchang, left Hongkong, April 2.
 Ning Chow, left Tacoma, April 19.
 Noleus, leaves Liverpool, April 8.
 Ningpo, Hongkong, April 17.
 Onia, leaves Manila, April 6.
 Prometheus, Hongkong, April 18.
 Pissanuk, Hongkong, March 30.
 Proteus, leaves Liverpool, April 20.
 Pelus, left Hongkong, March 23.
 Pakling, Hongkong, March 23.
 Patroclus, due Tientsin, April 23.
 Pegasus, left Hongkong, April 4.
 Polyphamus, left Liverpool, March 25.
 Pakht, left Hongkong, March 14.
 Pinguey, leaves Liverpool, April 14.
 Rajahmundry, Hongkong, April 17.
 Sungkian, Hongkong, April 15.
 Sardapan, left Batavia, March 7.
 Sandakan, Hongkong, March 11.
 Shansi, Hongkong, March 9.
 Singan, left Hongkong, March 24.
 Shantung, Hongkong, April 18.
 Stentor, leaves Liverpool, April 22.
 Tian, due Penang, April 23.
 Tean, left Hongkong, March 21.
 Theosus, left Liverpool, March 25.
 Tydeus, London, April 11.
 Taming, Hongkong, April 11.
 Taiyuen, Hongkong, April 16.
 Teucer, due Kobe, April 23.
 T. G. Apat, leaves Hongkong, April 25.
 Ulysses, left Batavia, March 9.
 Yangtze, London, April 4.
 Wuhu, left Hongkong, March 22.
 Wongkoi, Hongkong, March 19.

NISSON YAMEN KAISHA.
 Aki Maru, leaves Yokohama, April 26.
 Ara Maru, due Yokohama, April 28.
 Atsuta Maru, due Colombo, April 23.
 Bombar Maru, due Hongkong, March 15.
 Bingo Maru, Hongkong, March 23.
 Ceylan Maru, left Hongkong, April 4.
 Colombo Maru, left Hongkong, April 13.
 Chikugo Maru, Shanghai, April 13.
 Chikuzen Maru, Nagasaki, March 13.
 Hirano Maru, due Suez, April 26.
 Hakata Maru, left Hongkong, March 22.
 Hitachi Maru, due Hongkong, April 22.
 Inaba Maru, due Victoria, April 27.
 Iyo Maru, due London, April 27.
 Kamakura Maru, left Victoria, April 22.
 Kosi Maru, Yokohama, April 10.
 Kumano Maru, leaves Yokohama, April 29.
 Kaga Maru, passed Canal, April 29.
 Kamo Maru, due Hongkong, April 24.
 Kitan Maru, due Middlesbrough, April 23.
 Kiyawake Maru, Hongkong, March 22.
 Kiyawake Maru, leaves Antwerp, April 23.
 Michina Maru, Hongkong, April 12.
 Nikko Maru, due Tientsin, April 23.
 Sado Maru, due Yokohama, April 24.
 Tamba Maru, leaves Hongkong, April 20.
 Tosa Maru, due Hongkong, April 24.
 Tanga Maru, due Colombo, April 24.
 Yawata Maru, due Tientsin, April 24.
 Yamaguchi, Kobe, March 13.

MESSAGERIES MARITIMES.
 Australien, leaves Marseilles, March 23.
 Caledonia, Port Said, March 23.
 E. Simon, due Marseilles, April 25.
 Nara, leaves Hongkong, April 24.
 Oceania, London, March 27.
 Polynesien, left Hongkong, April 11.
 Salazie, Marseilles, March 28.
 Tonkin, London, April 11.
 Tourane, leaves Yokohama, April 20.
 Ville de Ciotat, leaves Hongkong, April 23.
 Yara, leaves Marseilles, April 23.

P. & O. S. S. N. CO.
 Arcadia, London, March 25.
 Asaya, leaves Shanghai, April 25.
 Borneo, due Hongkong, April 24.
 Ceylon, leaves London, April 8.
 Candia, London, April 6.
 Devanha, due Port Said, April 24.
 Delhi, left Penang, April 22.
 Datta, due Singapore, April 22.
 Mamona, due Hongkong, April 15.
 Nore, passed Canal, April 14.
 Nile, due Singapore, April 27.
 Nubia, leaves London, April 22.
 Palma, due Kobe, April 23.
 Peshawar, due Singapore, April 23.
 Palawan, left London, April 21.
 Poma, leaves London, April 12.
 Palermo, leaves London, May 13.
 Syria, London, April 18.
 Sunda, London, March 11.
 Sicilia, due Yokohama, April 25.
 Siam, due Shanghai, April 23.
 Simla, leaves London, May 6.

JARDINE, MATTHEWS & CO., LTD.
 Carmarthenshire, left Hongkong, March 15.
 Glamorganshire, Hongkong, April 21.
 Cheongching, left Hongkong, March 15.
 Chumang, Hongkong, April 1.
 Cheyung, Hongkong, April 20.
 Chikang, Hongkong, March 22.
 Fookang, leaves Singapore, April 22.
 Flindshire, Hongkong, March 20.
 Fookang, Hongkong, March 23.
 Glamorganshire, Hongkong, March 6.
 Hangsang, Hongkong, March 17.
 Hengsang, Hongkong, March 9.
 Kamsang, left Hongkong, April 21.
 Katsang, due Hongkong, May 1.
 Loongsang, Hongkong, April 18.
 Laisang, left Singapore, April 4.
 Moorland, Hongkong, March 14.
 Monmouthshire, left Hongkong, April 18.
 Maizang, Hongkong, March 7.
 Neusang, due Kobe, April 28.
 Tung Shing, Hongkong, March 16.
 Tingang, Hongkong, March 16.
 Wosang, left Hongkong, April 19.
 Yehing, Hongkong, March 9.
 Yungang, Hongkong, March 9.
 Yungang, Hongkong, March 17.

HAMBURG-AMERICA LINE.
 Alesia, Hongkong, April 13.
 Ambria, 25 from Hongkong, to Singapore.
 Andalusia, Hamburg.
 America, left New York, 23 March for the East.
 Arcadia, March 14, from Port Said to Manila.
 Bayern, Hongkong, April 20.
 Belgavia, Tientsin.
 Brasilia, in Hamburg.
 Braganza, Hamburg.
 Freientfeld, March 18, from Hamburg to East.
 Kowloon, Hongkong, April 2.
 Liberia, March 7, from Hongkong to Hamburg.
 Loongtang, Hongkong, April 3.
 Lysemon, March 19, from Hongkong to Saigon.
 Preussen, Hongkong, April 9.
 Rheinfels, Hongkong, April 20.
 Sachsen, March 7, from Port Said to Manila.
 Sambia, March 20, from Hongkong to Hamburg.
 Saxonia, passed Canal, March 28.
 Scandia, passed Canal, April 18.
 Segovia, London, April 4.
 Senegambia, Shanghai.
 Silesia, March 19, from Hongkong to Siam.
 Sithonia, March 10, from Hamburg to Manila.
 Slavonia, February 11, from Singapore to Hamburg.
 Spacia, March 7, from Hongkong to Hamburg.
 Suevia, Hongkong, April 5.
 Vandaia, February 27, from Suez to Vladivostok.

N. D. L.
 Borneo, Hongkong, March 23.
 Buehlo, passed Canal, April 18.
 Coblenz, Sydney, April 20.
 Derflinger, Bremen, March 19.
 Kleis, due Singapore, April 23.
 Lauter, Port Said, April 27.
 E. E. Friedrich, due Hamburg, April 9.
 Prinz Ludwig, leaves Yokohama, April 23.
 Prinzess Alice, due Southampton, April 23.
 Prinz Waldemar, Hongkong, April 23.
 Prinz Sigismund, due Hongkong, April 30.
 Rambow, Hongkong, March 7.
 York, Bremen, April 17.

C. P. R.
 Empress of India, leaves Hongkong, April 23.
 Empress of China, due Vancouver, April 23.
 Empress of Japan, Vancouver, March 31.
 Montague, left Hongkong, April 10.

SHAW, TONG & CO.
 Rabi, Hongkong, April 17.
 Zafiro, left Hongkong, April 10.

PACIFIC MAIL.
 China, left Honolulu, April 21.
 Korea, leaves Honolulu, April 24.
 Manchuria, arrives Honolulu, April 28.
 Mongolia, leaves Honolulu, April 29.
 Minnesota, due Hongkong, April 21.
 Osaka, due Yokohama, April 30.
 Siberia, leaves San Francisco, May 3.

APCAR LINE.
 Ariation Apar, due Calcutta, April 20.
 Catherine Apar, due Calcutta, April 24.
 T. G. Apat, leaves Hongkong, April 25.
 Japan, due Hongkong, April 25.
 Lightning, due Calcutta, April 2.

T. K. K.
 America Maru, left Shanghai, April 22.
 Buro Maru, left Hongkong, April 19.
 Chiyu Maru, left Kobe, April 29.
 Nippon Maru, leaves San Francisco, April 29.
 Tenyo Maru, Yokohama, April 22.

O. S. K.
 Bajan Maru, left Hongkong, March 22.
 Choshan Maru, leaves Hongkong, April 23.
 Chicago Maru, due Nagasaki, April 24.
 Daijin Maru, due Tamsui, April 23.
 Deiji Maru, leaves Hongkong, April 23.
 Mexico Maru, due Victoria, May 3.
 Panama Maru, leaves Yokohama, May 3.
 Seattle Maru, leaves Tacoma, April 23.
 Soshi Maru, left Hongkong, April 19.
 Shibetoro Maru, Hongkong, March 24.
 Tacoma Maru, leaves Kobe, April 27.

M. B. K.
 Bushu Maru, Hongkong, March 29.
 Fukui Maru, left Hongkong, April 1.
 Gryfale, left Hongkong, March 14.
 Kagoshima Maru, Moji, Mar. 10.
 Mandusan Maru, Hongkong, March 27.
 Shinshu Maru, Moji, March 10.
 Shinkoku, Hongkong, March 12.
 Taikoku Maru, Hongkong, March 14.
 Tamen Maru, Hongkong, April 1.
 Tsurugisan Maru, Hongkong, March 13.
 Yehigo Maru, Hongkong, March 13.

JEBBY & CO.
 Cui Diederichsen, left Hongkong, March 23.
 Holstein, Hongkong, March 8.
 Heiene, Hongkong, March 27.
 Johanne, Hongkong, March 30.
 Marie, left Hongkong, April 2.
 Sigard, Hongkong, April 5.
 Triumph, Hongkong, April 20.

GUN, LIVINGSTON & CO.
 Aldenham, leaves Hongkong, April 15.
 Bessalder, left Hongkong, March 23.
 Bernina, Hongkong, April 17.
 Estern, due Melbourne, April 23.
 Empire, Kobe, April 21.
 St. Albans, due Hongkong, May 5.
 Beagle, Hongkong, March 17.

SAGAARD, THORSEN & CO.
 Childer, Hongkong, March 13.
 Dany, Hongkong, March 9.
 Halvard, Hongkong, April 4.
 Kjeld, left Hongkong, March 31.
 Standard, Hongkong, March 31.
 Thordis, left Hongkong, March 14.
 Ulv, Hongkong, March 10.

JAVA-CHINA JAPAN LINE.
 Tjimali, Hongkong, April 2.
 Tjuyuen, Hongkong, March 16.

BAKE LINE.
 Hallamshire, Manila, March 26.
 Kumerio, due Yokohama, April 25.
 Lacerio, Victoria, April 8.
 Surerio, Kobe, April 9.
 Sunthary, left Hongkong, April 21.
 Strathaird, Moji, April 20.
 Quito, left Hongkong, April 21.

DODWELL & CO.
 Montrose, left Hongkong, for Yokohama March 22.

ALBERTIN LLOYD.
 Austria, due Hongkong, April 24.
 China, due Shanghai, April 27.

Hotels.

THE STATION HOTEL,
 NATHAN ROAD,
 KOWLOON.

ELECTRIC LIGHT AND FANS.
 BATH-ROOM TO EACH ROOM.
 Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
 BILLIARD ROOM.

Private Dining Room.
 EXCELLENT CUISINE.

Tel. No. 1120. Tel. Address: TERNOTEL.

For Particulars apply to THE MANAGER.

Hongkong, March 1, 1911.

VICTORIA HOTEL,
 LATE

NEW AMOY HOTEL,
 KULANGSU.

UNDER NEW MANAGEMENT.

Good Food, Clean Rooms, each with Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal landing place.

BAR, BILLIARDS AND BOWLING ALLEY.

Chas. A. Mutton
 Proprietor.

Hongkong, January 3, 1911.

VICTORIA HOUSE
 10, QUEEN'S ROAD CENTRAL.

(CENTRALLY SITUATED. Up-To-Date Boarding House. Recently renovated and under entirely new management. Large and comfortable rooms and excellent tables. Hot and Cold Baths. Electric Light throughout. Terms Moderate.

For Particulars and Rates, Apply to LILLY KAHN, Manageress.

Hongkong, October 13, 1910.

KING EDWARD HOTEL.

HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required).

TABLE D'HOTE AT SEPARATE TABLES.

Tele. Address: VICTORIA, Hongkong.

For terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908.

BRAESIDE
 PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Lawn and Well Furnished Rooms, every home comfort. Fine View of the Harbour. Telephone No. 590.

Apply to Mrs. F. W. WATTS, Proprietress, 20, Macdonnell Road, Hongkong, September 2, 1908.

'KINGSCLERE'
 PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Tel. Address: 'KINGSCLERE'. A.B.C. Code 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.

Proprietress, Mrs. F. SAHSE.

Hongkong, September 1, 1908.

HONGKONG MOTOR
 GARRAGE.

MOTOR CARS
 FOR HIRE.

4, 5 or 6 Seats.

1st Hour... \$5.00

COMMERCIAL.

FRANCHISE.
 Messrs Lamke and Rogge in their circular dated April 29th state:—

The general position of the freight market has changed but little since issue of our last circular, the past fortnight also proved a depressed one, and chartering business remained within very narrow limits. With regard to employment for steamers down South, orders for prompt loading are almost entirely absent at the time of writing. Saigon millers will however shortly have worked off the extensive contracts entered into with Japan and Europe and arrivals of paddy from the interior proving to be more liberal lately, a better demand for tonnage should set in soon.

Reports from the North also speak of demand not being as brisk as a fortnight ago, nevertheless regular liners seem to be well employed.

Saigon to Hongkong.—The rate has advanced to 14 cents per picul. There seems to be no signs of a rise in rates until sufficient stock of grain in Saigon allows charterers going in for fresh business.

Saigon/Philippines.—Locally no charterers have come to pass during the interval, what was offering has been taken by Manila owned boats.

Saigon to Singapore.—A couple of fixtures have been done, the rate working out at 18/15 cents per picul.

Saigon to Java and Java Outward.—Nothing doing in either direction.

Bangkok to Hongkong.—There is no opening for outsiders.

Newchwang/Canton.—Three fresh fixtures are on record on basis of last rates paid.

Coal freights from Japan are unchanged with enquiries for further tonnage.

Fixtures Reported:—Moji/Hongkong \$2.00, Port Coubet/Swato \$2.30, Haiphong/Hongkong \$2.50, per ton.

Casualties.—We regret to report the loss of two Passenger boats, unfortunately in one case with considerable loss of life.

The China Merchants Steam Navigation Co's steamer "Meiko," which was on a voyage from Swatow to Shanghai, and anchored during a dense fog, was run into by the "Kwanglo" near Shanghai and sank immediately. The Pacific Mail steamer "Ash" went aground on Finger Rock about 200 miles South of Shanghai, also during a dense fog which prevailed for several days in the Formosa Channel.

Passengers and mails were taken off by the "Kwanglo" and transferred to Shanghai. The vessel has since become a total loss.

Sales.—Some further vessels are reported sold to Japan, viz. "Jenny," "Dundas," "Indrapura," "Hydra," and "Nanshan," on private terms.

NO DISARMAMENT.

The German Creed.

Fuller reports are now to hand of the German Chancellor's notable speech in the Reichstag on the imminent question.

In course of his speech Herr von Bethmann-Hollweg, referring to the proposal of the Social Democrats that he should initiate a general limitation of armaments, argued that Germany had studied the question, but was unable to find a suitable formula, and he was not aware that any of the other nations had been more successful.

The time when European wars could be made by Cabinets, he said, was past. Wars now could only arise from an antagonism rooted in public sentiment, which, he contended, was very susceptible to influences like the irresponsible agitation of the press. If an international effort were made to create a counterpoise for such influences he would rejoice. But the proposal for a definite programme of disarmament was another question, and was just as indefinite and hazy as certain other peace proposals which were calculated to disturb instead of promote peace.

Any scheme for settling the strength of nations in accordance with a sort of precedence list, and arbitrarily according to their areas of influence, the Chancellor declared, was bound to fail.

"Somebody may say," he went on, "that a claim to rank and precedence has already been fulfilled. But England is convinced, and has repeatedly declared that, notwithstanding all her wishes for a limitation of armaments, and international arbitration, her fleet must in all circumstances be a match for or superior to any possible combination in the world."

"She is entitled to aim at that; but it is quite a different matter to make such a claim to a basis for an agreement, which, by peaceful means, is to be accepted by the other Powers. What if counter claims are raised, and the other Powers are unreasonably with the role assigned to them?"

Similarly, the Chancellor continued, any attempt to fix the strength of armies was impracticable. The greatest obstacle was the question of control. In this connection he instanced Napoleon's attempt to limit Prussia's army to 42,000 men.

Referring to Sir Edward Grey's suggestion in the House of Commons on March 14—that a frank exchange of shipbuilding information between Britain and Germany in order to prevent surprise would be better than an agreement regarding armaments—Herr von Bethmann-Hollweg remarked that Germany had been able to fall in with that idea all the sooner, inasmuch as her shipbuilding programme was always laid open, and she had therefore declared her readiness to come to an agreement with England in the matter, hoping that thereby the expected calming of public opinion in England would follow.

The Chancellor went on to say that an unrestricted arbitration treaty such as that suggested by President Taft and Sir Edward Grey would simply put a seal on a state of things already existing de facto.

"Let us not," he said, "allow ourselves to be misled by the exaggerated and one-sided picture of the situation which is being painted by the English press, and let us not forget that the peace of the world depends upon strength."

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Commander.	Last report at.
Alacrity	despatch-boat	1700	12	2000	Comdr. Lowndes	Hongkong
Antrea	cruiser, 2nd class	4380	10	7000	Captain E. B. Kiddle	Shanghai
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. G. Washington	Shanghai
Britomart	river gunboat	710	2	900	Lt.-Comdr. E. H. Donovon	Shanghai
Cadmus	aloop	1070	6	1400	Comdr. H. Lyne	Shanghai
Cherub	water tank and tug	390	—	—	Master H. Smith	Hongkong
Clio	aloop	1070	6	1400	Comdr. H. E. Yeale	Shanghai
Fame	torpedo boat destroyer	360	8	2700	—	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. B. J. D. Guy, V.C.	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt.-Com. Monroe	Hongkong
Janus	torpedo boat destroyer	290	6	3000	Lt.-Comdr. Heathcote	Hongkong
Kent	cruiser, 1st class	9000	14	32,000	Capt. S. St. John Farquhar	on route San Francisco
Kinsale	river gunboat	618	4	1200	Lt.-Comdr. T. J. S. Lyne	Yangtze
Merlin	aloop	1040	—	—	Capt. F. C. Learmonth	Hongkong
* Minotaur	cruiser, 1st class	14,600	—	37,000	Capt. Cayley	Hongkong
Monmouth	cruiser, 1st class	9800	—	—	Capt. L. E. Power	Hongkong
Moorhen	river gunboat	180	2	800	Lt.-Comdr. G. F. Leith	West River
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lt.-Com. C. H. Woodward	Yangtze
Oleor	torpedo boat destroyer	350	6	6300	Comdr. C. L. Lamb	Hongkong
Polaris	cruiser	—	—	—	Comdr. A. P. Davidson	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	West River
Saige	river gunboat	85	2	240	Lt.-Comdr. J. M. Barker	Yangtze
Taku	torpedo boat destroyer	350	6	6500	Gunner E. J. Trillo	Hongkong
Tanar	receiving ship	4650	—	—	Commodore C. R. E. Eyles	Yangtze
Teal	river gunboat	180	2	800	Lt.-Comdr. M. B. Hamilton	Shanghai
Thistle	river gunboat	710	2	900	Lt.-Comdr. C. J. Buchanan	Yangtze
Virago	torpedo boat destroyer	335	6	6300	Lt.-Comdr. M. H. Hancock	Hongkong
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. Hancock	Hongkong

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

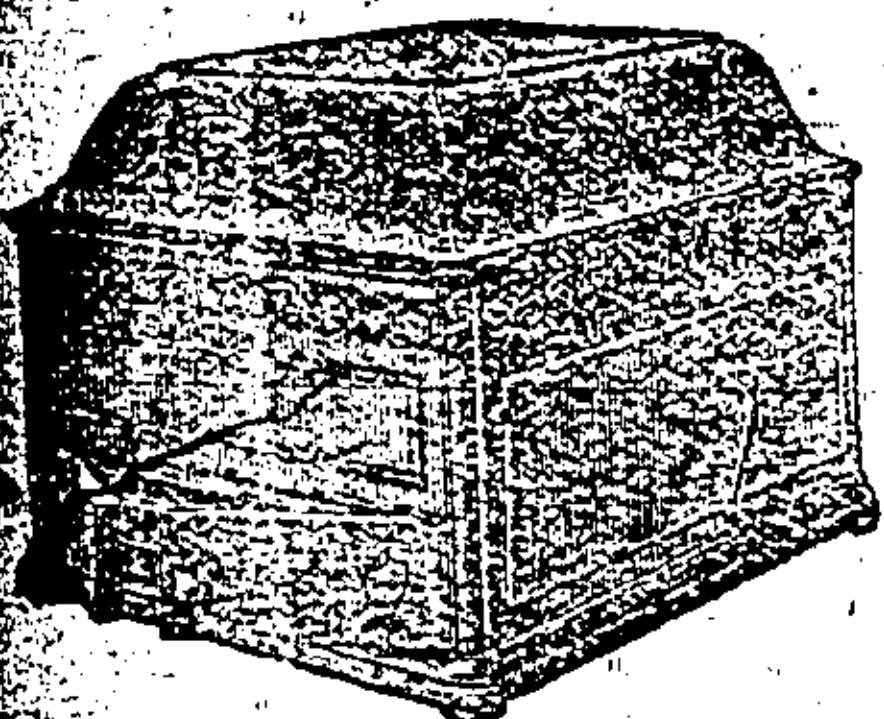
SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,
ALEXANDRA BUILDINGS.

The New
Hornless
VICTROLA X



Price \$175.

A PERFECT MUSICAL INSTRUMENT.

S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED.

NEW

MILLINERY

TRIMMED AND

SEMI-TRIMMED IN

POPULAR & ELEGANT

SHAPES.

CHARMING VARIETY

OF

HATS

READY TO WEAR

Very Moderate Prices.

EMPIRE

CINEMATHEATRE

THE PIONEER HALL OF THE COLONY

Opposite Central Market

Performances 7.15 to 9 and 9.15 to 11.30 P.M.

The Celebrated Italian Operatic Artists

SIGNORINA SALVATI AND

SIGNOR FALASCO.

The Grand New Film "Satanstoe"

The Grand Success

MISS RASCHKE

English, French and Italian Songs

Government, which has brought about this state of affairs, nor for the ordinary business community, which has long been opposed to their trade or profession.

There is, however, another cause of discontent, which is much more irritating, and which in time must work out anything but happy results for the Government. It is well known that the local officials have recently instituted a wide system of espionage, and the ramifications of their plans are exceedingly intricate. The ostensible reason for this is the danger at present threatening the Government at the hand of Revolutionaries. But the working of the system, as reported in the native papers, is most vicious. The paid spies are rewarded according to the results of their work. There is, therefore, every incentive for them to force their way into private houses and arrest persons who are really innocent of anything more offensive than a feeling of irritation at the present condition of affairs. We have recently seen several articles which detail the doings of some of these spies, in certain sections of the Manchu quarters in Canton. They enter houses at will, which is absolutely opposed to Chinese etiquette, and, if they find more persons in the house than are allowed according to the notification over the door, whether the additional persons be friends or relatives, they are liable to be arrested, as "unauthorised persons." It can easily be seen that such action as this by unknown men must lead to fierce displays of anger. According to native criticisms, moreover, the officials themselves are rewarded if they report that suspected persons have been arrested, and so there is every inducement both for the spies and for their employers to work the system for all that it is worth, in order to well line their own pockets. At any rate, we are in a position to aver that many of the people bitterly resent this system of espionage, and so long as it lasts there is little hope that the antagonism at present felt for the Government in certain quarters will to any extent be assuaged. Of course, there is the other side of the shield. It is well known to the officials that they are standing upon a mound of gunpowder, and that every effort is being made to set a match to it. Therefore, if they do not arrest those who are bent upon this work, then they themselves will be the sufferers.

The third circumstance to which attention must be directed is the incessant demands that are being made upon the people at present for increased funds for the carrying on of the local government. Reference has been made to this more than once in our columns lately and from what we have published it will be remembered that every kind of device is being adopted for the raising of revenue. On the one hand, public brothels are heavily taxed, and the system is altogether revolting to those whose minds are at all pure. Then to turn in quite another direction, there is the proposed taxation of all materials which the people use in worshipping their ancestors and idols. It will be seen, therefore, that there is little or no escape from taxation. Indeed, there is hardly any commodity free from it. The people feel the pinch the more keenly because they now know, by means of native papers, which are daily becoming more popular, that in almost every other country in the world the people themselves are enabled to say something either directly or indirectly respecting the taxation to which they have to submit, whilst in China they have no power at all, but must perforce accept what their rulers impose upon them. We have but touched upon a very wide question in comparatively few words, but we know that we have indicated a grievance which is causing irritation and unless they are modified there can be no permanent settlement among the people.

The Chinese Engineering and Mining Co. is paying an internal dividend of one shilling per share.

NEWS OF THE DAY.

To-day's quotations for Para rubber per Messrs Vernon and Smyth is 5s. 3d. per cwt. Delta on 27th April.

Lieut. G. H. Kent, 1st Br. R.O.Y.L.I., arrived in the Command from England, per a.s. Delta on 27th April.

Leave of absence, on private affairs, to the United Kingdom, has been granted to Capt. G. C. Dwyer, R.G.A., from 29th May to 26th October, 1911.

The cargo of silk shipped on board the a.s. Ernest S. mous which left this port on the 28th March was delivered in Lyons on the 29th April.

In our advertising columns will be found a notice from the Harbour Master at Canton regarding the importation of several articles into Canton.

The Hongkong Freemasons' Address to be presented to H.M. King George V. has been on view at Messrs Kelly and Walsh's store to-day. The Address is printed on hand-made Japanese paper in gold and purple, and bound in a Morocco case lined with silk, with handsome gold mountings of Masonic design. It will be enclosed in a Canton redwood box with Masonic design carved on the lid.

THE SHANGHAI RACES.

We are indebted to the courtesy of the Clerk of the Course, Jockey Club, and the Secretary Hongkong Club for the following results of the Shanghai Races received up to time of going to press:

THE SUNDAY RACES. For China Ponies. Three-quarters of a mile.

Mr. John Peel's Dunbar, Johnstone ... 1
Mr. Glenday's Crestman, Burkill ... 2
Mr. E. V. Hobbs' Quistiti, Cumming ... 3
Time 1 mt. 36 1/2 sec.

THE TUESDAY RACES. For China Ponies. One mile.

Mr. F. B. Marshall's Willow Tree, Vida ... 1
Mr. Argyle's Hankow, Morris ... 2
Mr. Dugger's Just in Time, Cumming ... 3
Time 1 mt. 7 1/2 sec.

THE WEDNESDAY RACES. Three-quarters of a mile.

Mr. Glenday's Foreman, Burkill ... 1
Mr. F. B. Marshall's Cypress Tree, Vida ... 2
Mr. R. Macgregor's Glenarry, Johnstone ... 3
Time 1 mt. 32 1/2 sec.

THE THURSDAY RACES. For China Ponies. One mile and a half.

Mr. F. B. Marshall's Persimmon Tree, Vida ... 1
Mr. Purney's Per ... 2
Mr. Buxey's Curlew, Burkill ... 3
Time 3 mts. 19 1/2 sec.

THE FRIDAY RACES. For China Ponies. One mile.

Mr. Lard's Disputed, Crichton ... 1
Mr. Downy's Monarch, Moller ... 2
Mr. Dugger's Wei Hai, Dalgleish ... 3
Time 2 mts. 10 sec.

THE SATURDAY RACES. For China Ponies. Half a mile.

Five Furlongs, Mr. Sussoc, Blackberry ... 1
Three-quarters of a mile, Mr. Beverly, Worcester, 1909, 1.27 1/2
Seven Furlongs, Mr. Beverly, Brockton ... 1909, 1.45 1/2
One mile, Mr. Ring, Orion, 1895, 2.02 1/2
One mile and a quarter, Mr. Ballin, Gemini, 1909, 2.33 1/2
One mile and a half, Messrs Toog and Speelman, Wey, 1909, 3.09 1/2
One mile and three-quarters, Mr. Robson, Lavender, 1907, 3.43 1/2
Two miles, Mr. Henry Morris, Heathfield, 1908, 4.16 1/2
Two miles and a half, Mr. Buxey, Home Guard, 1893, 5.33 1/2
These records were all made at Spring Meetings.

ASSAULT ON A COXSWMAN.

Three men went on board the steam launch Yvonne and assaulted the coxswain with iron bars. They gave him a severe beating after which they left. However, they were not to escape justice so easily for the next day while Detective Sergeant Willis was walking in a street in Yunnan in company with one or two Chinese detectives, the assailants were seen. They endeavoured to avoid arrest and in the struggle one of the Chinese detectives was kicked on the knee. At the Magistrate's court this morning, Mr. J. R. Wood sentenced the first prisoner to six weeks' imprisonment with hard labour, the second to two weeks, and the third to one week.

ACCIDENT AT THE MAHOMEDAN MOSQUE.

One Man Injured.

Owing to the heavy rain experienced during the last few days a wall of an out-house, at the Mahomedan Mosque, in Shelley Street, suddenly collapsed about half past ten o'clock this morning, injuring a Mahomedan who happened to be there at the time. The particular out-house was used as a pump station and the injured man happened to have been sitting down smoking and apparently had not time to get up before the wall fell upon him. He was severely injured and was immediately removed to hospital.

THE CANTON TROUBLE.

No news is generally regarded as good news, and as very little that is fresh respecting the troubles in Canton is coming through, it is assumed that, for the time being at least, the uprising has been successfully quelled by the authorities. From Fatsan, however, a report comes of trouble with a band of robbers who are believed to be in sympathy with the Revolutionists. Our telegraphic service gives details of this outbreak.

THE CANTON TROUBLE.

DETAILS OF THE REVOLT.

Writing under yesterday's date our Shamsee correspondent says:—Needless to say, quite an amount of excitement has been felt since the night of the 27th inst., when the rumour came through to Shamsee that serious trouble had occurred at the Viceroy's Yamen. Subsequent events only proved the rumour all too true. As far as is known, the Viceroy had a remarkable escape from a violent end. The conspirators, to the number of about forty, boldly walked into the Yamen, but apparently being unfamiliar with the lay of the buildings, they took a wrong turning and instead of finding themselves in the Viceroy's apartments, they came to the middle of the Yamen courtyard, whereupon they started to throw bombs and create havoc generally. The Viceroy, being alarmed by the explosions, promptly sought refuge in Admiral Li's Yamen, where he has been, so far as is known, ever since.

Viceroy's Fortunate Escape.

The first thing that showed there was something serious afoot was the fact of five Hongkong-Canton river steamers being anchored off the Shamsee Bund, the reason being that the officials had issued instructions that no passengers were to be landed until after a thorough search and also that no boats were to leave until further orders.

British Consul's Firm Stand.

Thanks to the timely intervention of Mr. J. W. Jamieson, C.M.G., representations of such a nature were placed before the Viceroy that compelled him to withdraw the embargo that had been placed upon the Hongkong steamers in the morning, thereby enabling boats flying the British flag to leave about 6 p.m.

First Inkling of Trouble.

The plan of the Revolutionists was, says another Chinese journal, known to the Viceroy from several sources more than four days ago. His Excellency did not desire that life and property should be endangered, and therefore, while he ordered Admiral Li to take every precaution and make preparations for defence against the police and braves, he also ordered that an unofficial report should be made public in order to get the Revolutionists to understand that their scheme was known. It was thought this would encourage them to give themselves up. Several gangs of rebels on hearing this secretly dissolved, but a few parties who came up by a.s. Wing On did not know that their scheme was abandoned and they made the attack in hopes that reinforcements would soon appear on the scene.

The Viceroy's Orders.

On the 29th April three military orders were issued by the Viceroy:—(1) That all the city defence braves should get ready for fighting at any moment; (2) That all the cruises should keep up steam and no boats be allowed to pass them; (3) That in case of fire broke out, no matter in what quarters, it was to be allowed to burn out, all efforts to be concentrated on arresting the offenders.

The Rebels' Sign.

On the 28th, 29th and 30th the loyal dealers in Canton sold a great number of white towels, and thus it was known to the officials that white was to be the badge of the rebels.

The Rebels' Plans.

On the 27th about 100 Revolutionists arrived by the a.s. Wing On at about 6 o'clock. The party was divided as follows:—One party of about 30 to attack the Viceroy's Yamen; another party of about 40 to attack the Palace; and a third party of about 30 to attack the Governor's Yamen.

The Attack on the Viceroy's Yamen.

The first part of the plan, to attack the Viceroy's Yamen, was carried out with the greatest success. Just as the fire was at this stage, Admiral Li's troops arrived on the scene. Thereupon the rebels split up into two parties, one to fight the soldiers and the other to continue the work of firing the yamen.

The Fighting.

The second attack was made on the Manchu quarters near the West gate. Here the Manchu soldiers had previously received instructions to be ready for any emergency, and consequently as soon as the Revolutionists arrived most of them were quickly dispatched. Only a few small houses were burned by the rebels.

The Rebels Betrayed.

At the South gate military and naval braves were stationed, and on hearing of the events at the Viceroy's yamen they made ready for the fray. It is said that the first round fired by the braves resulted in 90 of their opponents falling dead, whereupon the others cleared off post haste.

Wholesale Executions.

Martial law was proclaimed on the night of the revolt, and persons found with firearms in their possession were sharply dealt with. They were asked a few questions and then removed to the wall in front of the Viceroy's yamen, where they were beheaded. Over 30 were thus despatched.

Unrest in Amoy.

From our Amoy correspondent we have received the following:—In common with many districts just now, Amoy and its environs are much disturbed on account of the foolish and unfounded rumours that China is about to be partitioned among the Foreign Powers. Printed leaflets and placards are being distributed all over the place, and although the people in Amoy itself know better, there are many country districts where such silly and harmful rumours gain credence, and trouble may result. There is absolutely no cause for alarm, as, so far, it has been all talk, which the Chinese are a good deal fonder of than action.

Plague and Small-Pox.

The plague returns for the past week show that there have been seven cases, only one of which proved fatal. All are Chinese and one is an imported case. Since Saturday 13 cases have occurred, of which seven have ended fatally. Unfortunately small-pox has again broken out rather badly. During the week there were no fewer than 14 cases notified, all but two of which proved fatal.

Children's Complaints.

For summer diarrhoea in children always give Chamberlain's Colic, Cholera and Diarrhoea Remedy and expect a cure. A speedy cure is certain. For sale by all Chemists and Storekeepers.

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THE BEST BRAND OF Guinness' Stout

ON THE MARKET IS

J.B. HALL & CO.

MADE IN IRELAND

THE DOG'S HEAD BRAND

ALL A-ROUSE

Quarts, Pints and Splits

FROM

H. Price & Co., Ltd.

12 Queen's Road Central, Hongkong

and 85, Raffles Road, Kowloon

THE CANTON RISING.

LATEST DEVELOPMENT.

(Wah Tat Yat Po's Service.)

Peking, April 29.

A message from Canton states that the outbreak is believed to be due to gamblers and not to Revolutionary societies.

An Edict has been issued praising the Viceroy for his actions and ordering him to adopt strict measures.

FATSHAN ATTACKED.

Canton, May 1.

A large body of robbers has made a determined attack on Fatshan. They hail from Lok Chau, in the Shun Tak District, and are believed to have been invited to join the Revolutionists at Canton. They appear to have been on their way to the city at the time but on hearing of the failure of the plan they decided to attack Fatshan alone.

The attack took place yesterday afternoon, and was met by the combined resistance of military and naval forces. Over 200 robbers were killed, and the remainder took refuge in the hills.

The losses of the naval and military forces are not known.

A big body of troops was despatched by train from Canton this morning.

MORE PRECAUTIONS IN CANTON.

Canton, May 1.

The gates of the city are again closed, after remaining open all day yesterday. The service on the Canton-Kowloon Railway is entirely suspended, while on the Fatshan line only troops are allowed to travel.

GERMAN GUNBOAT DESPATCHED.

(Reuter's Service to the China Mail.)

London, May 1.

A telegram from Berlin states that the German gunboat Itlia has been ordered to proceed from Hongkong to Canton.

SAFEGUARDING AMERICAN CITIZENS.

(Reuter's Service to the China Mail.)

London, April 30.

It is reported from Washington that the U.S. gunboat Wilmington has been ordered to proceed from Hongkong to Canton to assist American citizens.

BETTER NEWS FROM MOROCCO.

MAJOR BREMOND SAFE.

(Reuter's Service to the China Mail.)

London, April 29.

It is reported from Paris that M. Crappi Minister for Foreign Affairs, says that according to the latest despatches Major Bremond's Malhalla force is intact twelve miles from Fez. He does not believe that Major Bremond is dead.

The Casablanca column, after forced marching, is now within fifty miles of Fez.

London, April 30.

From Tangier it is officially reported that the Major Bremond's force and the Malhalla arrived at Fez on the 29th instant.

MEQUINEZ SEIZED.

(Reuter's Service to the China Mail.)

London, May 1.

A Rabat courier from Mequinez confirms the news that the town was captured by the Berbers on April 19th after five days fighting.

[Note: The city of Mequinez is surrounded by a wall six feet high which serves as a means of defence against the Berbers, who often make incursions even to its gates.—Ed. C. M.]

NEWS FROM FEZ.

London, May 1.

A message from Fez, dated April 23, states that no further attacks have been made on the town. Some of the principal beleaguering tribes are quarrelling among themselves.

GERMAN PRESS AND FRANCE.

London, May 1.

A message from Berlin says that the semi-official Norddeutsche Allgemeine Zeitung hopes that events will permit France to adhere to her programme in Morocco. It adds that any transgression of the Moroccan Treaty will lead to consequences which cannot be disregarded.

FORTY SUCCESSFUL YEARS.

FOR almost forty years Chamberlain's Cough Cure and Diarrhoea Remedy has been serving citizens in the stomach and bowels, dysentery and diarrhoea, and has never been known to fail to give relief even in the most severe and dangerous cases. You can make no better provision for the safety of your family than to keep a bottle of this remedy ever at hand. For sale by all Chemists and Druggists.

GERMANY AND RUSSIA.

CROWN PRINCE TO VISIT TSAR.

(Reuter's Service to the China Mail.)

London, April 30.

Reuter's correspondent at Berlin telegraphs that the German Crown Prince, accompanied by the Princess, will visit the Tsar in the middle of May.

BRITAIN'S LATEST SUPER-DREADNOUGHT.

(Reuter's Service to the China Mail.)

London, April 30.

The British super-Dreadnought battleship cruiser Princess Royal was launched at Barrow yesterday.

The Duchess of Fife performed the christening ceremony.

The Princess Royal has a tonnage of 20,350 tons, and will be armed with 13½ inch guns.

THE PLAGUE CONFERENCE.

(Reuter's Service to the China Mail.)

London, April 30.

A St. Petersburg telegram states that information has been received from Mukden to the effect that the delegates to the Plague Conference have encountered opposition from Chinese doctors as soon as they sought to discuss important questions.

REPORTED OPPOSITION FROM CHINESE DOCTORS.

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DEATH OF MR R. W. MANSFIELD.

(Reuter's Service to the China Mail.)

London, April 30.

The death is reported of Mr. R. W. Mansfield, formerly of the British Consular service in China.

[Note:—Mr Robert William Mansfield, C.M.G., had a long and honoured career in China, and the news of his death will be received with deep regret by a wide circle of friends. Born in 1850, deceased was son of the Rev. J. Mansfield, formerly Rector of Blandford. He married in 1878 Marie Therese, daughter of Comte Cahon de Marolles. After being educated at Cheltenham College, Mr Mansfield entered the Consular Service in China in 1873. He was in turn Acting Vice-Consul at Fuzhou, Anson, and Acting Consul at Fochow, Swatow, Wuhu, Chin-kiang. He was appointed Consul at Chung-king in 1891, but did not proceed, and after being Acting Assistant Judge and Consul at Shanghai he was transferred to Wanchow in 1893. From 1893 to 1895 he was Acting Consul at Fochow, and in the latter year he proceeded to Kien-tien to inquire into the massacre of eleven missionaries. He was transferred to Wuhu in 1896, but did not proceed, and was again Acting Assistant Judge and Consul at Shanghai and later Acting Consul General at Shanghai, and Acting Consul at Canton. Then he went to Amoy and in 1902 (the year he was made a C.M.G.) he was again transferred to Shanghai as Acting Consul-General. Once more he went back to Amoy in 1903 and in the following year he again came to Canton, where he finished up his consular career in June 1908 at the age of fifty-eight years.—Ed. C. M.]

CHELTENHAM BYE-ELECTION.

(Reuter's Service to the China Mail.)

London, April 29.

The bye-election at Cheltenham, necessitated by the unseating of the Liberal member, Mr Richard Mathias (Liberal), owing to illegal practices by his agents, has resulted in the election of Mr Gardner, the Unionist candidate, who polled 4,043 votes, against the 4,038 secured by Major Mathias (Liberal), a brother of the unseated member.

[Note:—The figures at the General Election were: Mr R. Mathias (L.) 3,846; Lord Dunsany (C.) 3,753; Liberal majority, 92.—Ed. C. M.]

HANKOW EXPRESS DISASTER.

(Wah Tat Yat Po's Service.)

Peking, April 29.

A disaster has occurred to the Hankow express.

Five cars were derailed.

The Mexican Ambassador happened to be on the train but he was not hurt.

RUSSIA'S WAR MINISTER.

(Reuter's Service to the China Mail.)

London, April 30.

A St. Petersburg telegram states that M. Sukhomlinov, the Russian Minister for War, has just died at the age of 60.

THE WRECK OF THE ASIA.

Stories of the Passengers.

The following, taken from the N. C. Daily News, gives some interesting details of the disaster to the Asia.

The story of the wreck of the Pacific Mail Steamship Co's steamer Asia, on Finger Rock, near to the Taichow Islands, some 200 miles from Shanghai, is as sensational as anything that has occurred this side of Suez for many a long day. The incidents following upon the vessel's contact with the rocks, the fight with piratical Chinese, the bravery of the passengers, and the hasty flight in boats to a secluded spot amongst the mountains of the sea, recall vividly the best stories of writers of adventures on the deep.

Mr H. Cooper, who with his sister was journeying from Hongkong, tells the story in a manner that requires no elaboration. He stated that the voyage was of the usual nature until 5.27 a.m. on Sunday morning last, when the vessel ran on to Finger Rock. The officer of the watch had called the skipper about five or six minutes before she actually went ashore, but on going on to his bridge the skipper perceived that he was too late. He, however, did everything that could be done and seeing that an accident was inevitable he had the engines reversed, and for two minutes the engines were kept reversed. Just before the vessel struck the skipper had the engines turned on to full speed ahead, to keep her from slipping off the rocks and to prevent her falling back into the deep water where she might easily have sunk. There were seven and a half fathoms of water lying under the stern and if the Asia had slipped off the rocks she would in all likelihood have gone down in ten minutes or less.

Landing and the Shaohsins.

It was daylight, but a heavy fog hung over the sea when the crash came, and the passengers were all asleep below. The terrific impact, however, awakened them all simultaneously. There were no loud shrieks, no wild rushes and no panic of any description. A number of people ran about the corridors looking a trifle anxious, but five minutes after the affair had happened everybody was calm and collected. Not a cry disturbed the work of rescue, which was being speedily pushed forward. Most of the ladies even made as bold as to dress and pack up their belongings. The crew worked with great energy albeit coolly and with discipline, and very quickly all the port-side boats were lowered, but the cant of the ship made it very difficult indeed to lower the starboard boats. After a stiff struggle, however, all these boats were lowered but one.

Whilst this was taking place a miniature fleet of Chinese junkies emerged from out of the fog, but they were kept at bay by the ship's officers who at times fired off their revolvers to frighten them. Without a hitch the women and children were lowered into the lifeboats and after these had put off, the male passengers and the Chinese climbed down to the boats. The boats proceeded more or less in company round the corner of the rock to look for a landing place. Eventually, after proceeding for half a mile, a patch of shingle protected by the cavernous rocks was located and the whole of the ship's party landed. The boats that were not required for passengers followed shortly afterwards laden with provisions, sails, and a supply of water. The scene in the harbour was a memorable one, for some of the passengers were only partially dressed and a few of them were still wearing their nightgowns. The male passengers quickly got to work and built up a tent in which the ladies dressed, and another temporary structure was erected for the accommodation of the provisions and the doing out of relations to the children.

Some time afterwards it was perhaps two hours—the C. N. C. s.s. Shaohsins here in sight and came to the rescue. Immediately the passengers were taken on board, and the kindly hospitality of the officers and crew of this vessel gained glowing opinions from the shipwrecked passengers. The Captain and officers turned out of their cabins and accommodated the ladies. It is a striking commentary upon the success of the arrangements that all the ladies and the children were accommodated. The commissariat department of the Shaohsins was wonderfully well stocked in view of the fact that she was returning from a round voyage. No fewer than sixty-seven foreign passengers of the Asia, the crew, and sixty-five Chinese passengers were catered for, the supply of meals being continued throughout the voyage to Shanghai.

Pirates on Board.

After all the passengers had been got safely on board the jingoes and the mails were transferred from the doomed vessel, meanwhile the piratical Chinese were hovering ominously around the Asia. The captain, chief officer and the chief engineer of the Asia remained on board their vessel throughout the night to prevent their being looted. The boats were undermanned and the third officer and an engineer, rather owing to the strong wind which had arisen or to their exhausted condition, were carried out to sea. The black night hung heavily over the water, but the captain, the Shaohsins lay to until it had cleared, and took the officers of the Asia. Finally the latter left their vessel, and the Chinese surrounded it and in a twinkling they were being looted. The Captain of the Shaohsins then ordered about looking for the wreck of the Asia.

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Incidents of the Rescue.

The breakdown of the Asia's wireless communications was caused by the fact that the generator giving out probably when the ship darted forward and filled with water. It was presumed that the missing man had been found, from the fact that the American gunboat, "Helena," which was present, had been looking for her for an hour, returned to Shanghai. The warmest praise is due to the officers and crew of the Asia and the Shaohsins who worked heroically throughout. The passengers of the Asia subscribed several hundred dollars to the journey to Shanghai and the officers and crew of the Shaohsins were invited to a dinner at the Astor House when the money and a suitable present were given to the Captain.

Captain Koford, who was returning to Shanghai by the ill-fated steamer, warmly commended the heroism of the ladies, and he observed that he had never previously witnessed such commendable behaviour in the face of a grave danger.

It is to Miss Cooper that the greatest praise is due and according to Mr E. W. Davies she was the last to leave the vessel. Her conduct was of great admiration and not only did she proceed to pack her own things, but she afterwards assisted other ladies to get their belongings together.

The Chinese in the junks somewhat hampered the work of rescue for each time a boat put off for the shore they conducted fresh assaults upon the ship. Several shots were fired at them, and a bullet unfortunately lodged in a Chinese woman's back. She was brought to Shanghai and her condition is not regarded as serious. In stemming one of the attacks by the Chinese in the junks, one of the officers sustained a wound in a wrist, but he was the forehand, but he continued with his colleagues in saving the passengers and preventing the looting of the vessel. It was unfortunate that at the time the disaster occurred the decks were being washed down and with difficulty that the passengers and the crew could maintain their equilibrium on the surface of soft soap.

The vessel after striking the rocks rested for a while on a ledge of rock with ten to fifteen fathoms of water under the stern in a very dangerous position, but being about half submerged it is feared that she will break in half, and although part of the valuable cargo may be saved, salvage is considered impossible. The loss sustained in respect of the ship and her cargo is estimated at about £300,000.

Wireless Telegraphy.

The efficacy of wireless telegraphy and the advantage that the wrecked vessel would have enjoyed is reflected in the opinion of Capt. Hayes-Davey, of the firm of Paulson and Hayes-Davey, Lloyd's agents, who was also one of the passengers. The wireless on board was opened, and at nine o'clock when it failed, the Sumatra could, however, only have been a little way off and she been equipped she could have rendered assistance. The America Maru was about a hundred miles off and could not have reached the distressed ship with difficulty. The passengers and the crew could maintain their equilibrium on the surface of soft soap.

The officers and the crew of the Asia realized the position immediately. The greatest danger was manifested in the first hour when it was impossible for anyone to say whether the vessel would remain on the rocks or not. The pluck of the Captain, the Chief Engineer and the first mate was loudly applauded. After all the passengers had been safely landed they stood by their ship and kept the marauding Chinese at bay. They had a most trying time especially when it was suggested that they had had a busy day after leaving Hongkong. The full need of praise is also due to the officers and crews of the Shaohsins and also to the wrecked passengers.

Tribute to the Captain.

The following testimonial from the passengers was presented to the Captain of the Asia:—

On board the steamship Shaohsins, April 23, 1911.
To Captain Harry Gaukroger and the officers and members of the crew of the steamship Asia, who were wrecked on Finger Rock, near to the Taichow Islands, on the morning of April 23, take this opportunity of expressing to you our appreciation of your unquestioned courage, your remarkable self-control, and the highly satisfactory handling of a situation that puts to the severest tests every quality of manhood.

We desire to thank you each and to point out to the world our appreciation of the coolness, courage, and great ability with which you were called for, over the wreck and taken from the Asia in the hour of great danger to the beach and there protected and provided for in every manner possible and with a thoroughness that commends you to the esteem of all persons.

"We also wish to thank you for the care with which our possessions were cared for and transferred from the Asia to the rescue ship, the steamship Shaohsins of the China Navigation Company. The circumstances were such as to make it very difficult to get our things safely and comfort we have enjoyed is due to the heroism of the officers and crew of the Asia."

Gentlemen, we wish you all the good fortune that ever such sterling qualities should reap as they spread and bring you many a happy return for the good you have done.

(This testimonial was signed by all passengers.)

OBITUARY NOTICE.

MANY persons have known and admired the late Mr. J. H. Chamberlain, C.M.G., who died on April 29th, 1911, at the age of 60. He was a member of the Hong Kong and Shanghai Banking Corporation, and was one of the most successful and energetic business men of his time. He was born in 1851, and was educated at the Hong Kong College of Science and Technology. He was married in 1874, and had three children. He was a member of the Hong Kong Club, and was one of the most popular and generous of men. He died of a heart attack, and was buried in the Hong Kong Cemetery. His death is a great loss to the community.

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LONDON & ANTWERP	PALMA	10 a.m.	Freight only.
AND PORT SAID	Capt. H. W. A. Clark, R.N.R.	4th May	
SHANGHAI, MOJI, KORE, NILE, AND YOKOHAMA	Capt. E. F. Dady, R.N.R.	4th May	Daylight, Freight and Passage.
SHANGHAI	DEVANHA	About 11th May	Freight and Passage.
LONDON, via Suez Ports	DELTA	Noon, 13th May	See Special of Call.
	Capt. E. P. Martin, R.N.R.	May	Advertisement

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WEDNESDAY, 28th JUNE.	FRIDAY, 28th JULY.
EMPEROR OF JAPAN	ALLAN LINE
SATURDAY, 1st JULY.	FRIDAY, 13th AUG.
EMPEROR OF CHINA	EMPEROR OF BRITAIN
SATURDAY, 22nd JULY.	FRIDAY, 8th SEPT.
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HAICHING	Capt. S. S. Bosch	FRIDAY, 5th May, at 11 A.M.
HAICHING	Capt. W. C. Passmore	TUESDAY, 9th May, at 11 A.M.

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WAIMUN	Capt. J. W. Evans	WEDNESDAY, 3rd May, at 11 A.M.
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Hongkong, June 23, 1910.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & CANTON		19th May
COPENHAGEN & BALTIC PORTS		About Beginning of June

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATES
KOREA	18,000	SATURDAY, 27th May, at 1 p.m.
SIBERIA	18,000	FRIDAY, 9th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 p.m.
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.
SIBERIA	18,000	SATURDAY, 26th Aug., at 1 p.m.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 p.m.

* Twin Screw. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The s.s. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, the 27th May, at 1 p.m.

Fares: Hongkong to London £71, 10/6. Return six months £120 10 months £125 including Berth and Meals across America.

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To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commanding Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

Persia	9,000 Tons	FRIDAY, 19th May, at 1 p.m.
China	10,200	FRIDAY, 16th June, at 1 p.m.
		FRIDAY, 7th July, at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, May 19th, at 1 p.m.

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FRED J. HALTON, Agent.

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VICTORIA, B.C. & TACOMA	KEELUNG, NAGASAKI, KORE AND YOKOHAMA	—	Tuesday, 16th May, Daylight

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For	Steamers	Leaves
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ANING AND TAIKAO via SWATOW & AMOY	SOSHU MARU	WEDNESDAY, 3rd May, at 10 a.m.
TAMSUI via SWATOW & AMOY	DAIGI MARU	SUNDAY, 5th May, at 10 a.m.
FOOCHOW via SWATOW & AMOY	CHOSHUN MARU	WEDNESDAY, 10th May, at 10 a.m.

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For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

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IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMP, TON, ANTWERP & BREMEN	PRINZ LUDWIG, Capt. F. v. Bimler	(18,300)	WEDNESDAY, 3rd May, at Noon.
SHANGHAI, TIENTSIN, KORE & YOKOHAMA	BUELOW, Capt. H. Formes	(18,900)	WEDNESDAY, 3rd May, at Noon.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBAKE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz	(6,000)	SATURDAY, 20th May, at Daylight.
KORE & YOKOHAMA	PRINZ SIGISMUND, Capt. D. Lenz	(6,000)	TUESDAY, 2nd May, at Noon.
JESSELTON, BORNEO, KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	(5,050)	SATURDAY, 20th April, at 10 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletypes.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO.
General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI, KORE AND MOJI	KUTNANG	FRIDAY, May 6, at Noon.
MANILA	LOONGSANG	SATURDAY, May 6, at 2 p.m.
SINGAPORE, PENANG AND CALCUTTA	NAMSANG	MONDAY, May 8, at Noon.
TIENTSIN	CHONGSHING	TUESDAY, May 9, at Noon.
MANILA	YENSANG	SATURDAY, May 12, at 2 p.m.
SANDAKAN	MAUSANG	WEDNESDAY, May 17, at Noon.

RETURN TOURS TO JAPAN. (Occupying 34 days).

The steamers Kuden, Nishimaru and Kookong leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin and Newchwang.

* Taking Cargo on through Bills of Lading to Kinkai, Lahad Datu, Semporna, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.
JARDINE, MATHESON & Co., Ltd.,
General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
MANILA, CEBU & ILOILO	TEAN	May 2, at 4 p.m.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	CHANGHUA	May 3, at 4 p.m.
AMOI, SHANGHAI & CHINGKIANG	KASHING	May 3, Daylight.
SHANGHAI	LENG	May 4, at 4 p.m.
HAIPHONG	SENGAN	May 6, at Noon.
TIENTSIN	KUICHOW	May 8, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

* AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

* MANILA LINE. Twin Screw Steamers 'Teon' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation a.s. 'Kaifong' is situated on deck, aft.

* SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chinghu)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moes, Tons 9000 KAGA MARU, Capt. A. Hagino, Tons 7000	WEDNESDAY, 10th May, at Daylight. WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight.

DESTINATIONS.	STEAMERS.	SAILING DATES.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7000 INABA MARU, Capt. S. Tomimatsu, Tons 7000	TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.

DESTINATIONS.	STEAMERS.	SAILING DATES.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. E. Koo, Tons 7000	SATURDAY, 26th May, from KORE.

DESTINATIONS.	STEAMERS.	SAILING DATES.
SYDNEY AND MELBOURNE, via MANILA, TIENTSIN, DAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. J. Nagao, Tons 6000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.

DESTINATIONS.	STEAMERS.	SAILING DATES.
BOMBAY, via SINGAPORE, AND COLOMBO	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000 HAKATA MARU, Capt. A. Mosker, Tons 7000	TUESDAY, 2nd May, at Noon. WEDNESDAY, 10th May, at Noon.

DESTINATIONS.	STEAMERS.	SAILING DATES.
NAGASAKI, KORE AND YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 6000 ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 10th May, at Noon. THURSDAY, 11th May, at 11 a.m.

* Fitted with new system of wireless telegraphy.

* Cargo only. * Carries Deck Passengers.

PASSENGER SEASON 1911.

Sailings and Passage Rates from Hongkong.

TO MARSEILLES & LONDON, via SUEZ CANAL.	Rates of Passage.
Steamers.	Tons Leave H.K. To London, per New Steamer.
AKI MARU	7000 10th May
MISHIMA	9000 24th "
KAGA	7000 7th June

TO VICTORIA, B.C. & SEATTLE, via WASH., U.S.A.	Rates of Passage.
Steamers.	Tons Leave H.K. To Pacific Coast Common Points.
AWA MARU	7000 23rd May
INABA	7000 20th June

With option of Rail between calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

THE CHINA MAIL'S ILLUSTRATED SOUVENIR.

Of the British Section of the

Kowloon-Canton Railway.

Containing Photographic Illustrations of the magnificent scenery through which the line runs; a brief history of the project; an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME.

PRICE: 10 CENTS, Each.

Hongkong, Sept. 26, 1910.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAH, THE MALAY PENINSULA, CAMBODIA, ANAM, SIAM, COCHINA AND JAPAN.

Entrusted to the Society of the Missions, EVANGELICAL.

Translated by EDWARD HARRIS PARKES and

Reprinted from 'THE CHINA REVIEW' Price 50 Cents.

For Sale at The China Mail Office.

8 Wyndham Street.

Hongkong, April 23, 1911.

1199

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connection Steamer from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due London (1 day later)
Steamer	Tons	Steamer	Tons	
DELTA	8000	May 13	10000	May 16
DEVANHA	8000	May 27	China	8000
DELHI	8000	May 10	Malwa	11000
ARCADIA	7000	May 24	Marmora	10500
DELTA	8000	May 8	Marmora	10500
ASAYE	7500	May 22	India	8000
DELHI	8000	May 6	Moldavia	10000
DEVANHA	8000	May 19	Morea	11000

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong at time of booking.

FARES TO LONDON (Including Surtax).

1st Saloon	£71.10	Single	£106.14	Return
2nd	£48.8		£72.12	

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
TONNAGE	about 1911	about 1911
SICILIA	6700	May 17
SUMATRA	4600	May 31
NILE	6700	May 14
NUBIA	5900	May 28
SIMLA	5900	May 12
SYRIA	6600	May 26
NORE	6700	May 10

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon	£50.00	Single	£82.10	Return
2nd	£38.10		£57.4	

For further particulars Apply to

E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To Sail
SHANGHAI, KOBE AND YOKOHAMA	NERA	CASANOVA	May 8, P.M.
MARSEILLES, Via Port	TOURANE	LANCELIN	May 9, at 1 P.M.

TRANSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, DOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via Paris, from £27.10 up to £71.10. 20-hour railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft. 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Rotterdam, Hamburg & A'werp
S.S. FRIEDRICH 6th May	S.S. BELGRAVIA 4th May
S.S. SCANDIA 18th May	For Havre, Bremen & Hamburg
S.S. SLAVONIA 4th June	S.S. SUEVIA 10th May
S.S. SEGROVIA 15th June	For Rotterdam, Hamburg & A'werp
S.S. SPEZIA 1st July	S.S. SACHSEN 20th May
S.S. SILESIA 12th July	For Marseilles, Havre & Hamburg
S.S. C. FERD. LAEISZ 28th July	S.S. BAYERN 30th May
	For Rotterdam & Hamburg
	S.S. ARCADIA 2nd June

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. Orsby	Manila, Cebu & Iloilo	Wednesday, May 10, at 4 p.m.
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	Saturday, May 20, at 4 p.m.

For Freight or Passage, apply to

Jehwan, Tones & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. & SEATTLE,
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	Captain	ON OR ABOUT
SUVERIC	6232	F. S. COWLEY	5th May
KUMERIC	6232	G. B. COGILL	30th May
LUCERIC	6400	J. MATHER	30th June

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOR and KEELUNG if sufficient inducement offers. The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 760.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.
16th May. s.s. ELLERIC.....12th June

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

TOYO KISEN KAISHA.
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
AMERICA MARU	11,000	A. G. STEPHENS	Friday, May 5, 1 P.M.
TENYO MARU	11,000	E. BENT	Friday, May 12, 1 P.M.
NIPPON MARU	11,000	H. S. SMITH	Friday, June 2, 1 P.M.
CHIYO MARU	11,000	W. W. GREENE	Friday, June 30, 1 P.M.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. HIRAKUMA	Saturday, June 17, 1 P.M.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, 1 P.M.
BUYO MARU	10,000	K. HAHIMOTO	Saturday, Oct. 14, 1 P.M.

The Steamer 'HONGKONG MARU' will be despatched for VALPARAISO and CORONEL, via MONI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on SATURDAY, the 17th June, at 1 P.M. FARES FROM HONGKONG:

to SAN FRANCISCO	£ 45. 0. 0, Single
to NEW YORK	£ 60. 0. 0
to LONDON	£ 71. 10. 0
to VALPARAISO	£ 125. 0. 0, Return 6 months.
to SALINA CRUZ OR MANZANILLO	Yen. 420.00, Single
to VALPARAISO	Yen. 570.00

SPECIAL Rates (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Governments of China and Japan.

To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points—Missionaries and their families. (These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' and 'CHIYO MARU' are fitted with Turbine Engines and Triple Screw. Records speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports. For further particulars see to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier),

Hongkong, January 27, 1911.

A HISTORY OF UNION CHURCH	A RAMBLE THROUGH SOUTHERN FORMOSA
By the Rev. G. H. BONDFIELD and D. DYER BALL, M.B.A.S.	With Woodcuts
Edited by Rev. C. H. HICKLING.	Price
To be had at the China Mail Office, 5, Wyndham Street	Price
Price	To be had at the China Mail Office

Shipping

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	May 3	May 2nd, at 11 a.m.
ST. ALBANS	June 2	May 27th, at Noon
EASTERN		June 24th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, November 2, 1908.

Regal Boots.

AND Shoes

FOR SALE

AT REASONABLE PRICES.



THE SAVOY.

8, D'Agular Street

(opposite Court House).

Notices to Consignees.

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BEN MOHR.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF and Godown Co., Limited, whence and for the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent. All Claims against the steamer must be presented to the Underwriter on or before the 12th prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, April 28, 1911.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE Steamship AMERICA MARU.

The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside. Cargo remaining undelivered on SATURDAY, 29th inst., at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on THURSDAY, May 4th, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown and examination of same to be arranged.

All claims must be filed on or before May 10th, 1911, otherwise they will not be recognized.

M. MATSUDA, Agent.

Hongkong, April 26, 1911.

MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES

THE STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of BAKER, WARD & KOWLOON, whence and for the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 24th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, April 24, 1911.

PREACHING THE GOSPEL

JAPAN AND TIBET

By Prof. E. H. PARKER

On Sale at the China Mail Office, 5, Wyndham Street.

Price

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes
7.30 a.m. to 10.00 a.m.	Every 10 minutes
10.30 a.m. to 11.00 a.m.	Every 15 minutes
11.30 a.m. to 12.45 p.m.	Every 15 minutes
12.45 p.m. to 1.15 p.m.	Every 10 minutes
1.15 p.m. to 1.45 p.m.	Every 15 minutes
1.45 p.m. to 2.15 p.m.	Every 10 minutes
2.15 p.m. to 3.00 p.m.	Every 15 minutes
3.30 p.m. to 6.00 p.m.	Every 15 minutes
6.00 p.m. to 8.00 p.m.	Every 10 minutes

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m., to 11.15 p.m., every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes
9.00 a.m. to 9.30 a.m.	Every 30 minutes
9.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 10 minutes
11.45 a.m. to 12 Noon	Every 15 minutes
12 Noon to 1.00 p.m.	Every 10 minutes
1.00 p.m. to 6.00 p.m.	Every 15 minutes
6.00 p.m. to 7.00 p.m.	Every 15 minutes
7.00 p.m. to 8.00 p.m.	Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 3.15, 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

FOR SALE

AT THE CHINA MAIL OFFICE.

FROM LONDON TO PEKING.

ACROSS SIBERIA IN 1903.

Price.....£ 50 cents

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

Subscribed do.....£1,125,000

PAID-UP do.....£ 592,500

RESERVE FUND.....£ 325,000

BANKERS

LONDON JOINT STOCK BANK, LIMITED.

INTEREST Allowed on Current Accounts at the rate of 2 1/2 per cent on the Daily Balance.

ON FIXED DEPOSITS:-

For 12 months.....4 1/2 %

For 6 months.....3 1/2 %

For 3 months.....2 1/2 %

F. C. MACDONALD,
Acting Manager.

Hongkong, April 25, 1911.

INTERNATIONAL BANKING CORPORATION.

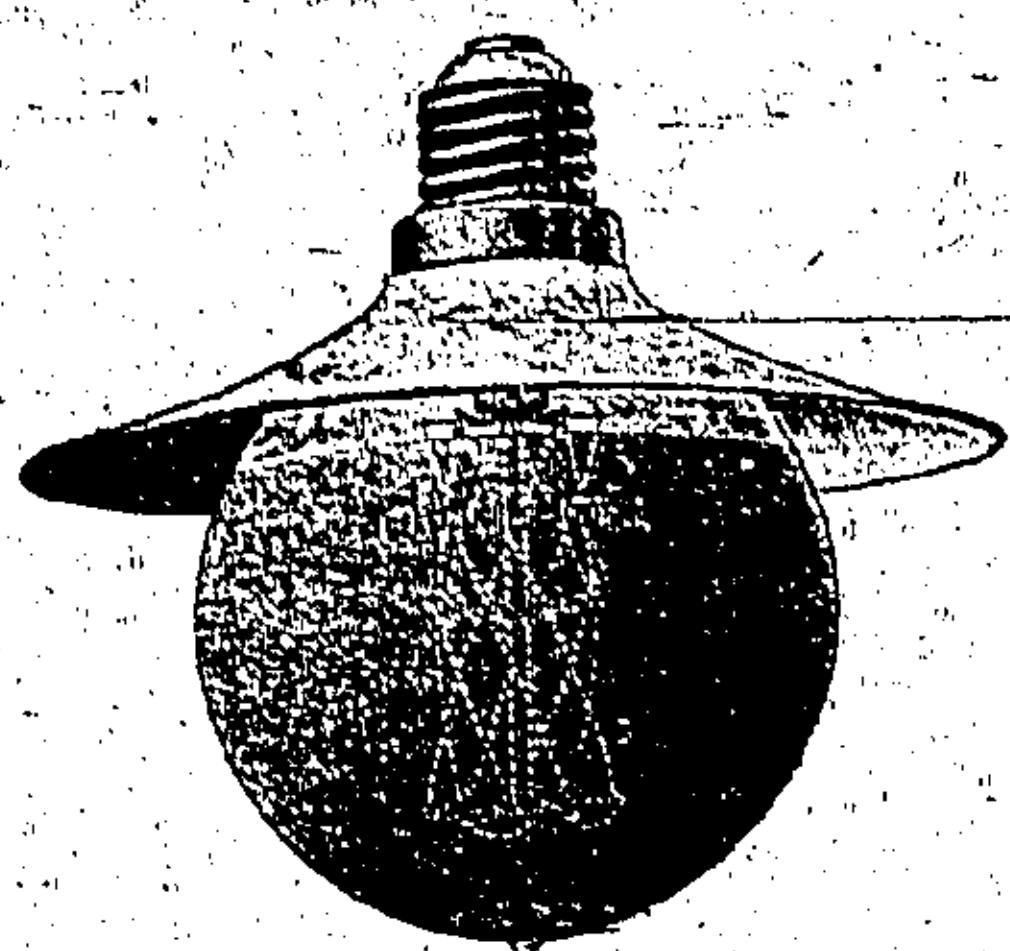
PAID-UP CAPITAL.....\$1,450,000 (\$2,750,000)

RESERVE FUND.....\$1,632,236 (\$2,882,236)

HEAD OFFICE—AMSTERDAM

HEAD AGENCY—HONGKONG

MacEwen, Frickel & Co.



KOLLOID WOLFRAM METALLIC FILAMENT LAMPS.

SPECIAL FEATURE
PROTECTED AGAINST BREAKAGE BY VIBRATION.

Great Reduction in Price

75 Per Cent. Saving on Current.

SOREW OR BAYONET FIXING.



We have just received a new consignment of these well-known Metallic Filament Lamps and can supply them at the price of \$1.00 each for 16, 20, 25, 32, 40, 50 or 60 c.p.

MACEWEN, FRICKEL & CO.

Sole Agents for
JOH. KREMENEZKY, VIENNA.

SURVEYING & SCIENTIFIC INSTRUMENTS

W. F. Stanley & Co., Ltd. and
E. R. Watts & Son.

ALWAYS KEPT IN STOCK

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

Hongkong, February 1, 1911.

To-day's Advertisements

NOTICE.
THE signing of our Firm per Procuration at Hoihow and Pakhoi by Mr. WILLY KRONZ caused by mutual agreement on the 30th April.

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

NOTICE.
MR. F. PERNAT will read a paper on the Oxy-Acetylene process of welding in the Rooms at 9 p.m., TO-NIGHT.

HARBOUR NOTIFICATION.
No. 4 of 1911.

DEFERRING to Harbour Notification
No. 3 of 1911, NOTICE IS HEREBY GIVEN that the Superintendent of Customs and the Treaty Power Consuls having withdrawn the Declaration of Infestation as regards Nephthys, Chironomus, Tenebrio, Dytiscus and Chironomus, the General Medical Inspection of vessels arriving from these ports is to be discontinued from the 29th April, 1911.

The importation, however, of the following articles from the above named ports is still provisionally prohibited:
Rags, old paper, old gunny bags, earth, mould, and coffins containing corpses.

ARNOLD HOSSEN,
Acting Harbour Master.

Imperial Maritime Customs,
Harbour Master's Office,
Canton, April 28, 1911.

SPORTING.

Lawn Tennis.

Kowloon C. C. Tournament.
Below we give the results so far recorded in the above tournament:

CHAMPIONSHIP.
First Round.—Abraham beat Brandtman 7/5, 5/7, 7/5, 5/7, 7/5; Eggers beat Blackburn 6/3, 6/1, 6/3; Mead beat Jeffries 5/3, 4/5, 6/4, 6/3; Rose beat O. R. Chaney 6/4, 6/2, 8/6.

"A" CLASS SINGLES.
First Round.—Fittok (over 15) beat Eggers (over 15) 6/1, 6/1; Anselley (over 15) beat Barlow (scratch) 6/3, 6/3; Green (over 40) beat J. D. McKenzie (over 3/8) 8/6, 6/2.

"B" CLASS SINGLES.
First Round.—Capel (over 15/3) beat Fickburn (over 15) 6/1, 6/1; Anselley (over 15) beat Hamilton (over 15/3) 6/2, 6/2; O. R. Chaney (over 30) beat Elson (over 4/6) 6/1, 7/5; Brown (over 15) beat Sutton (over 4/6) 6/4, 6/0; Curwen received a walk over from Spargo; Choe (over 15/1) beat Hackman (over 15) 3/6, 6/2.

PROFESSORIAL PAIR.
Second Round.—Green and Choe (Merchandise) beat McEwen and McKennie (Civil Service) 6/4, 7/5.

DOUBLES HANDICAP.
First Round.—Williams and Spargo (scratch) beat Le Breton and Eggers (over 50/3) 8/6, 6/3.

Second Round.—Wasser and Rose (over 30) beat Rose and Sutton (over 4/6) 6/3, 6/0, 6/4; H. G. Mackenzie and Capt. Radford (over 4/6) beat Mead and D. J. McKennie (over 15/3) 6/2, 4/6, 6/3; Jeffries and Wolf (over 15/3) beat Elson and Ballton (over 4/6) 7/5, 6/3; Bierman and Fickburn (over 3/8) beat Langley and Brier (over 4/6) 8/3, 6/1.

MIXED DOUBLES.
First Round.—Mrs. Tarrant and Mr. Ched beat A. J. from Miss Parker and Mr. Jeffries; Miss Leubert and Mr. Mead (scr.) beat Mrs. Curwen and Mr. Elton (over 8/5) 8/3, 7/5.

Second Round.—Mr. and Mrs. Fittok (over 15/4) beat Mrs. Ballton and Mr. Curwen (over 15) 2/6, 6/0, 6/2; Miss Long and Mr. Abraham (over 5/6) beat Mrs. Choe and Mr. Duncan (over 4/6) 6/2, 6/0; Mr. and Mrs. Green beat A. J. from Miss Bentfield and Mr. Elson (over 4/6) 7/5, 6/3; Bierman and Fickburn (over 3/8) beat Langley and Brier (over 4/6) 8/3, 6/1.

PROFESSORIAL C. C. Tournament.
First Round.—Mrs. Green in the Championship, semi-final to tomorrow, and R. Hancock will play Capt. Brierley on Wednesday.

The brothers Hancock play Aubrey and Brierley in the "A" Class final on Thursday.

The members of the Boys' Own Club are to hold their annual athletic sports on Empire Day. A fine programme has been arranged for which there will be no doubt be a large number of entries.

THE PHILHARMONIC CONCERT.
Hongkong owes a big debt of gratitude to its Philharmonic Society, which, year in and year out, comes forward with rich treats for the delectation of those who appreciate the best music. Friday's concert was another distinct success, and was an eloquent testimony to the enthusiasm of the little band of music-lovers who stint neither pains nor time in their rehearsals.

The first part was of a miscellaneous type and was brimful of classical numbers. Messrs. Timmerseid and Dannenberg played Cesar Frank's Sonata for violin and piano altogether brilliantly, the finished work of both performers being greatly appreciated. Mrs. Schofield was in rare voice in "Le Balcon" which she invested with that delicacy of feeling which characterizes all her work, while she was equally successful in her association with Dr. Schofield in Chaminade's Nocturne, given so sympathetically that it had to be repeated. The concluding item in Part I was Mendelssohn's Presto and Fugue for piano and orchestra. This was magnificently translated, and the sounds of applause which followed its conclusion was as much a tribute to Mr. Denman Fuller as to the massed instrumentalists.

In response to the demands for an encore Mr. Fuller gave a delicate rendering of "The Nymphs." We have not referred to the work of the orchestra in von Blum's Liebestraum. This was faultlessly played. The musicians followed Mr. E. J. Chapman's *Mien* with marked attention, and the tone they maintained was as good as anything heard in the Colony for many a long day.

Barrett's beautiful cantata "The Ancient Mariner," filled Part 2 of the programme. The transformation of this work is well-known, and the scope it gives for expressive choral singing was thoroughly well grasped by the vocalists, who are to be congratulated on their achievement. Of course, there were little faults, but these can be overlooked in the general excellence. They are common to most Philharmonic Societies. Mrs. Stiller as the soprano soloist did well after her previous work, and Mrs. Goldsmith was in good voice. Mrs. Moore's recital was a gem, and Mrs. Moore's recital was a gem, and Mrs. Moore's recital was a gem.

When Mr. F. Austin made the first of his opening, Mr. Chapman is to be congratulated on the high pitch of excellence to which he has brought his vocal and instrumental forces.

THE STEAMSHIP PRINZ SIGISMUND.
Captain D. Lutz will leave for the above place on TO-MORROW (TUESDAY), the 2nd inst., at 8 a.m.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A daily qualified Surgeon and Stewards are carried.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELOCHES & CO.,
General Agents.

Hongkong, May 1, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

JAPAN-CHINA-AUSTRALIA LINE.

FOR KOBE & YOKOHAMA.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND,
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable articles, are being landed and stored at their place of destination.

No claims will be admitted after the 6th of May, 1911, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be maintained on the 6th of May, at 8.30 a.m.

All claims must reach us before the 10th of May, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriters.

NORDDEUTSCHER LLOYD,
MELOCHES & CO.,
General Agents.

Hongkong, May 1, 1911.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE S.S. Indraguna having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and/or from the wharves, delivery may be obtained.

Goods, unless claimed by the 8th inst., at 8.30 a.m., will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be maintained on the 6th inst., at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**

Hongkong, May 1, 1911.

SHIPPING

ARRIVALS.

April 30.
Hague, British steamer, 1,389, A. E. Hodgins, Poochow April 27, Amoy 28, and Swatow 29 General.—Dorcas & Co., Ltd.

Leaving, British str., 778, G. H. Bowker, Shanghai and Swatow April 29, General.—JARDINE, MATHESON & CO., LTD.

Biga, British steamer, 1,389, A. E. Hodgins, Poochow April 27, Amoy 28, and Swatow 29 General.—Dorcas & Co., Ltd.

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POST-OFFICE NOTICES

Mails will close for—

HOIHOW.
Per Amoy, at 9 a.m., on Tuesday, the 2nd May.

SWATOW, AMOY & POOCHOW.
Per Amoy, at 10 a.m., on Tuesday, the 2nd May.

HAIPHONG.
Per Amoy, at 11 a.m., on Tuesday, the 2nd May.

SINGAPORE, COLOMBO & BOMBAY.
Per Amoy, at 11 a.m., on Tuesday, the 2nd May.

MACAO.
Per Amoy, at 11 a.m., on Tuesday, the 2nd May.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, PERTH & FREMANTLE.
Per Amoy, at 3 p.m., on Tuesday, the 2nd May.

MANILA, CEBU & ILOILO.
Per Amoy, at 3 p.m., on Tuesday, the 2nd May.

KEELUNG & TAMSUI.
Per Amoy, at 5 p.m., on Tuesday, the 2nd May.

AMOI, SHANGHAI & CHINKING.

Mails will close for—

MANILA, CEBU, ILOILO, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, PERTH & FREMANTLE.
Per Amoy, at 3 p.m., on Wednesday, the 3rd May.

MAILED at the GENERAL POST OFFICE.
The Gen. Contract Packet, *Prinz Ludwig*, will be dispatched on WEDNESDAY, the 3rd May, with Mails for the United Kingdom, the Continent of Europe, and the Straits Settlements, Batavia, Borneo, Ceylon, India, (via Tientsin), Aden, Egypt, Malta, etc., etc.

Printed Matter and Samples at 10 a.m. Registration at 10 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.)

Registration, Kowloon B.O., 10 a.m.
Late fee at 11 a.m.

Late Letters 11 to 11.30 a.m. Extra postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

SHARE LIST—QUOTATIONS

MAY 1, 1911.

Stocks.	Shares.	Value.	up.	Closing Quot.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	\$ 125	all	\$800
Bank of China, Limited	99,825	\$ 7 5 6		\$88.5
INSURANCES.				
Insurance Office Co., Ltd.	10,000	\$ 250	50	\$180
China Traders Insurance Co., Ltd.	24,000	\$ 83.33	25	\$105, ex div. b.
North-China Insurance Co., Ltd.	10,000	\$ 15 2 5	all	\$15, 18 1/2
Union Insurance Society, Limited	12,400	\$ 220	100	\$815, ex div.
Yangtze Insurance Association Ltd.	12,000	\$ 100	60	\$100, buyers
FIRE INSURANCES.				
Insurance Co., Ltd.	20,000	\$ 100	20	\$120
Fire Insurance Co., Ltd.	8,000	\$ 250	50	\$330, sales
DOCKS, ETC.				
Whampoa Dock Co., Ltd.	50,000	\$ 50	all	\$55
Geo. Fenwick & Co., Limited	18,000	\$ 25	all	\$5, buyers
New Amoy Dock Co., Ltd.	10,000	\$ 6 1/2	all	\$6 1/2, buyers
Dock and Eng. Co., Ltd.	10,700	\$ 100	all	\$100, buyers
STEAMSHIPS, ETC.				
China and Manila S. S. Co., Ltd.	30,000	\$ 25	all	\$10
Douglas Steamship Co., Limited	20,000	\$ 50	all	\$19
H.K. C. and M. Steamship Co., Ltd.	80,000	\$ 15	all	\$29
Indo-China S. N. Company, Ltd.	60,000	\$ 5	all	\$83, byrs } London, 25
Star Ferry Company, Ltd.	10,000	\$ 10	all	\$88
Shell Transport & Trading Co., Ltd.	10,000	\$ 10	all	\$18
Taku Tug and Lighter Co., Ltd.	8,800	\$ 10	all	\$14 40
Shanghai Tug and Lighter Co., Ltd.	20,000	\$ 25	all	\$14 25
do "Frederick"	10,000	\$ 25	all	\$14 47
REFINERIES.				
China Sugar Company, Limited	20,000	\$ 100	all	\$105, sellers
Luzon Sugar Company, Limited	7,000	\$ 100	all	\$80
WELFARE.				
H.K. & Kow. Wharf & Godown Co.				